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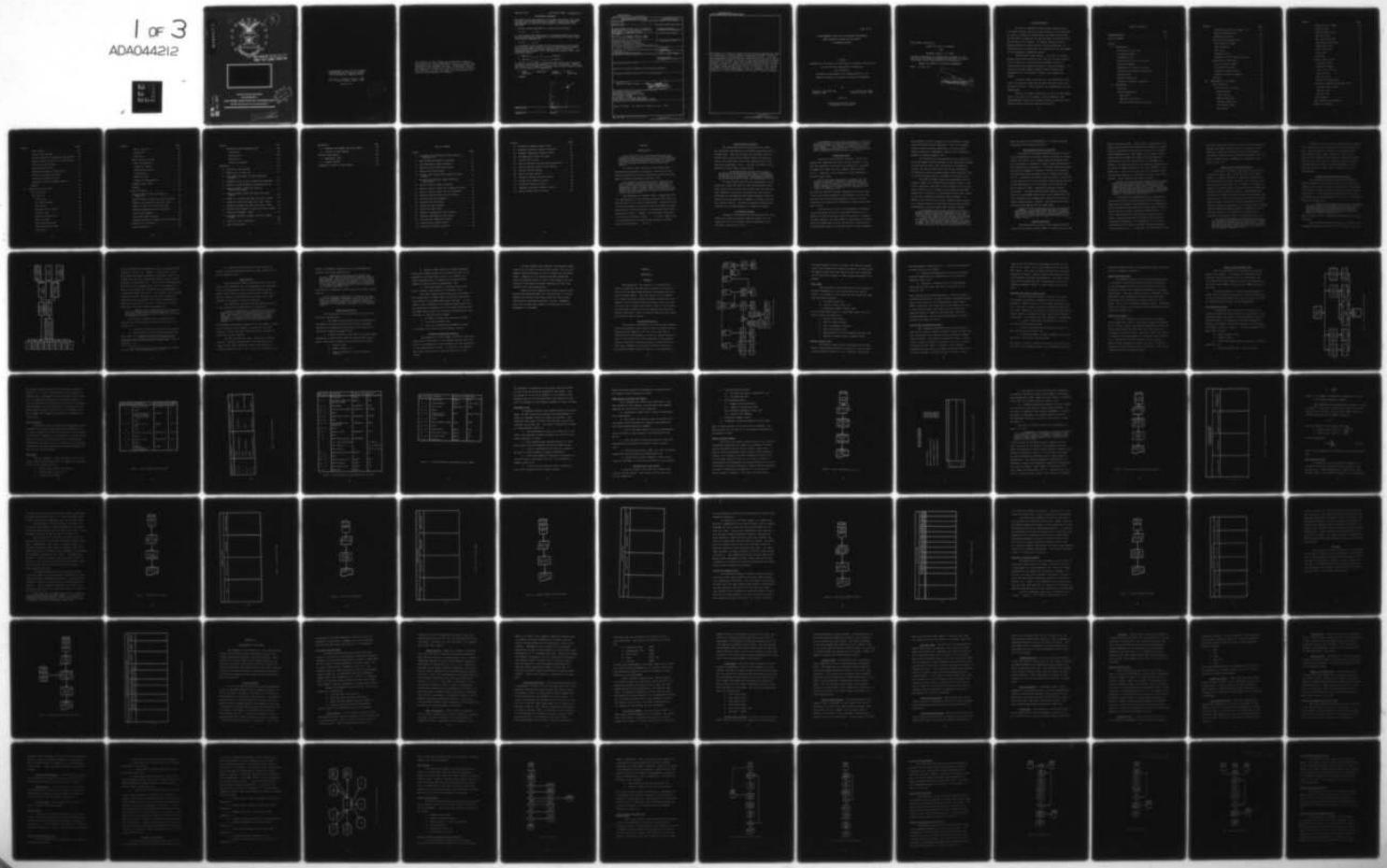
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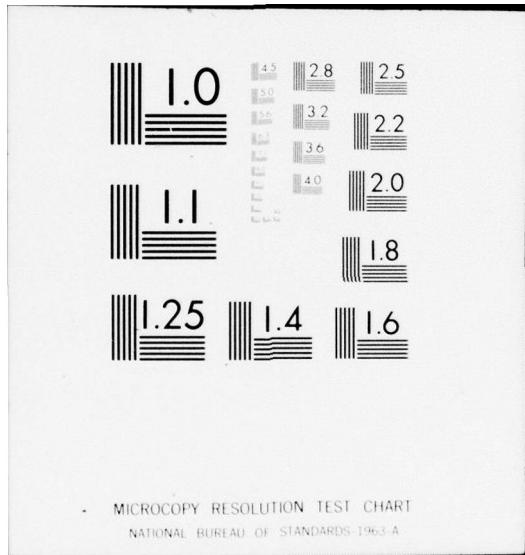
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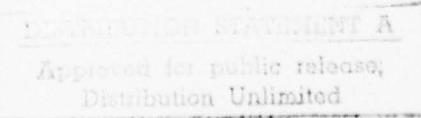
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A REQUIREMENTS STUDY FOR AN AUTOMATED
MAINTENANCE DATA COLLECTION SYSTEM
FOR THE ROKAF F-4 WEAPONS SYSTEM

William J. Callahan, Captain, USAF
D. C. Payne, Squadron Leader, RAAF

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The Republic of Korea Air Force obtains follow-on support for their F-4 fleet from a Special Support Arrangement obtained through the United States Air Force Technical Coordination Group. This SSA is renegotiated each year and the ROKAF requires figures on equipment failures in order to be able to stipulate which items require inclusion in the SSA. This thesis shows the development of a management information system in a computer model to output a number of reports which the TCG believes will be appropriate for use by the ROKAF to enable managerial control of failures. The reports produced are analyzed and shown in detail, together with a discussion of the data requirements and listings of report examples.

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A REQUIREMENTS STUDY FOR AN AUTOMATED MAINTENANCE
DATA COLLECTION SYSTEM FOR THE ROKAF
F-4 WEAPONS SYSTEM

A Thesis

Presented to the Faculty of the School of Systems and Logistics
of the Air Force Institute of Technology
Air University

In Partial Fulfillment of the Requirements for the
Degree of Master of Science in Logistics Management

By

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June 1977

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This thesis, written by

Captain William J. Callahan

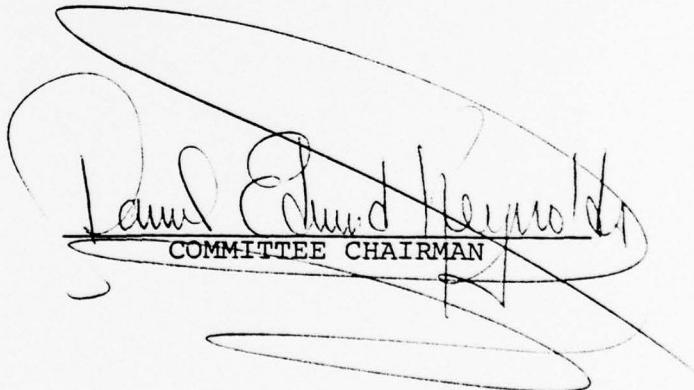
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Squadron Leader D. C. Payne

has been accepted by the undersigned on behalf of the
faculty of the School of Systems and Logistics in partial
fulfillment of the requirements for the degree of

MASTER OF SCIENCE IN LOGISTICS MANAGEMENT

DATE: 15 June 1977


~~David Edward Reynolds~~
COMMITTEE CHAIRMAN

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CHAPTER I

INTRODUCTION

Since World War II, the United States has been assisting friendly foreign countries in establishing and maintaining adequate defensive postures, consistent with their economic stability and growth, to maintain internal security and resist external aggression [8:A-1].

In light of this intention, the United States government has developed a program of both military and economic assistance to certain selected foreign countries, known as Security Assistance countries (SA).

As a program, Security Assistance comprises the sale of defense articles and services, the grant of such articles and services without reimbursement in appropriate cases, economic supporting assistance in exceptional cases to offset costs of maintaining armed forces, and grant assistance to public safety forces such as police [8:A-1].

The Department of Defense (DOD) is responsible for the administration of the Foreign Military Sales (FMS) program as part of U.S. Security Assistance. Included as part of the FMS program are the actual sale of defense articles and services, and the extension of guaranteed credit when appropriate (8:A-1). However, the overriding constraint of aid to SA countries is that ". . . it shall support and be in consonance with United States military strategic plans and objectives. . . [8:C-1]."

United States and Korea

The United States military assistance to Korea was originally implemented by the Mutual Assistance Act of October 1949. This Act included the provision that the United States would provide expert advice and technical help in the production of military equipment and in the training of personnel (17:6). In fact, the whole of the Republic of Korea (ROK) foreign policy

. . . is characterized by close ties with the United States and by strong motivation to establish the nation as a recognized power within the community of nations of the free world. The primary objective is the reunification of North and South Korea [17:18].

It was through United States participation in the Korean War (under the aegis of the United National Emergency Force) that military ties between the two countries were cemented; this mutual assistance has been further solidified by the Korea-United States Bilateral Treaty of 1954 and the participation of Republic of Korea troops in the Vietnam conflict. The ROK is presently actively participating in the FMS program as a member SA country.

F-4 Weapons System

Through the SA program the United States Air Force (USAF) has agreed to provide technical support for the integration of the F-4 weapon system throughout the SA countries' armed forces (12:1):

In accordance with Air Staff direction at the 13-14 July 1972 meeting, a plan has been developed to furnish engineering/technical support to foreign users of the F-4 aircraft . . . all countries possessing F-4 aircraft supported by the Air Force . . . will participate fully in sharing the benefits and costs [12:1].

Maintenance Data

As part of the assistance granted to Korea, DOD accepts the responsibility under the FMS agreement to provide the capability to maintain the operational readiness of Republic of Korea Air Force (ROKAF) weapon systems (8:C-3). Therefore, with reference to this readiness it is worth noting that:

One of the first essentials in dealing with the matter of equipment readiness in the Department of Defense is the existence of an effective information system capable of providing accurate data on the condition and degree of readiness of all equipment currently in inventory [6:8].

Not only has the DOD accepted responsibility for the sale of military weapons systems to the Republic of Korea, but also the task of providing programs to insure the maintainability and operational readiness of these weapon systems (8:C-3).

The need for an effective maintenance information system has become critical to the ROKAF because of the method by which the country justifies receipt of necessary military supplies; one year before a requirement for spares exists the ROKAF must provide the DOD with information as to anticipated usage of particular weapon system components.

This enables the DOD to budget for the purchase of these necessary weapon system components. Thus, if the ROKAF cannot provide accurate information as to anticipated usage of particular components, they are not necessarily assured of required support (20).

The collection of maintenance data is important in isolating weapon system components which demonstrate trends of high failure rates; this information is required to justify and develop usage rates for future consumption.

"An effective logistic support system cannot function without having accurate data on consumption and usage [2:4]."

The USAF currently stores its maintenance data on computer tapes via a sophisticated computer program. Much of the information provided by this program in the form of output reports is not suitable to the needs of the ROKAF because of a difference in utilization of this data (based on the size differential between USAF and ROKAF). In addition, the USAF will not enter technical data peculiar to a foreign country into the USAF technical data system. Unfortunately this has caused some conflict because:

In accordance with current policies, Air Force Systems Command is totally responsible for a Foreign Military Sales Program until delivery of the last contract article under the case has been accomplished . . . [and] AFSC could be left "holding the ball" for non-standard items/technical data indefinitely, or, at least until the foreign country decides to generate a support case through Air Force Logistics Command or contracts directly with the end item contractor [11:2].

Hence the need for the development of a country-peculiar maintenance data collection system.

Maintainability of F-4 Aircraft

The USAF has developed computer programs to assist in the maintenance of aircraft through the storage, manipulation, and output of F-4 weapon system performance data for utilization in analysis of future spares requirements. This information is extensive: "The USAF currently obtains millions of elements of technical information concerning the operations and maintenance of F-4 aircraft each month [24:1]." Therefore the USAF is able to extract a multitude of information for its own purposes; unfortunately most has little applicability to a SA country with a smaller Air Force operating under a completely different mission environment. Strictly applying these computer programs directly to the ROKAF might result in an information overload, combined with inappropriate reports and failure to output needed reports. However, the system used by USAF has been found appropriate for USAF needs.

Because of the availability of this [maintenance] information, we [the USAF] have been able to correct deficiencies before they occur. We have, therefore, been able to prevent aircraft damage or possible loss and to save a great deal of money and lives of crew members [24:1].

Problem Statement

The ROKAF does not have its own automated Maintenance Data Collection System (MDCS) to furnish accurate and

timely maintenance data. Under present circumstances the ROKAF relies on USAF data manipulation programs to provide required information on high failure rates of F-4 weapon system components, but this system has not proven viable: unfortunately the USAF data system also provides much information that lacks applicability to the ROKAF; in addition, for security reasons, the complete information on all USAF F-4 weapon systems are not made available to the ROKAF (20). This is not to say that, in a general sense, the existing exchange of information is not of use to both parties. Mutual benefits have been realized:

Because of the differences between USAF and United States Security Assistance (SA) countries F-4 operations and environment, there may be some kinds of technical deficiencies which occur in the SA country fleets before they are known to the USAF. At the same time, the countries may be having serious difficulties because of deficiencies already recognized and corrected in the USAF F-4 fleet [24:1].

The problem of nonapplicability or inadequacy of some data could be resolved through the development of a ROKAF-peculiar computer based MDCS which, in combination with a Maintenance Data Retrieval System (MDRS), would be the basis for providing required maintenance data. If such a maintenance data system can be tailored to the ROKAF's needs and resources, providing only pertinent maintenance information, an improvement in the overall performance of the ROKAF F-4 weapon systems performance can be expected (20). In addition, the development of the

MDCS would enable the ROKAF to estimate future maintenance demands and thereby ensure supply of F-4 weapon system components under the provisions of the FMS agreement: "One year in advance each country must know what they will require (based on past consumption) highlighting high failure items [20]."

Background to Problem Statement

Contrary to the belief that Asian countries have a surfeit of labor, this is not the case in the ROKAF. "There is a current shortage of manpower authorizations and the promise of further cutbacks due to budgetary constraints may be necessary [20]." However, to negate the effects of limited manpower authorizations, the ROKAF has purchased modern computer hardware; unfortunately they now lack the necessary software packages to implement computerization of their maintenance data collection efforts. ROKAF currently compiles its reports manually utilizing fifty man months in preparing the following years' budgeted demands; ROKAF management consider a preparation time of fifty man months to be excessive and believe that a mechanical system would prove to be more efficient (20).

The system the ROKAF is presently using is both time consuming and inefficient. Almost 50 man months are invested to produce each [budget] report. Additionally the present system does not have a provision for identifying items which should be candidates for Special Support Agreements [19:3].

Through the use of a unique computer MDCS, information relating to failure items would be quickly compiled into a report designed to assist in the preparation of the following years' budget demands for spare parts. Hence, as the ROKAF have the necessary computer equipment, the main task is to provide maintenance data collection programs that will enable the ROKAF personnel to input data and receive an output that is suitable to their requirements.

Technical Coordination Group (TCG)

The information obtained from USAF maintenance computer programs has been most useful to the USAF and an attempt is being made to permit availability of applicable information to other SA countries operating the F-4 weapon system (24:2); this information coordination effort will be handled by the establishment of a Technical Coordination Group (TCG) which would

. . . provide a single contact point for the collection and analysis of both USAF and SA country technical engineering data and to communicate directly with both USAF agencies and participating SA countries to assist in solving mutual, as well as participating countries' peculiar problems [24:2].

Refer to Figure 1 for a diagramatic representation of this interface.

The SA countries were contacted and advised of the proposed formation of the TCG and its functions (15); all

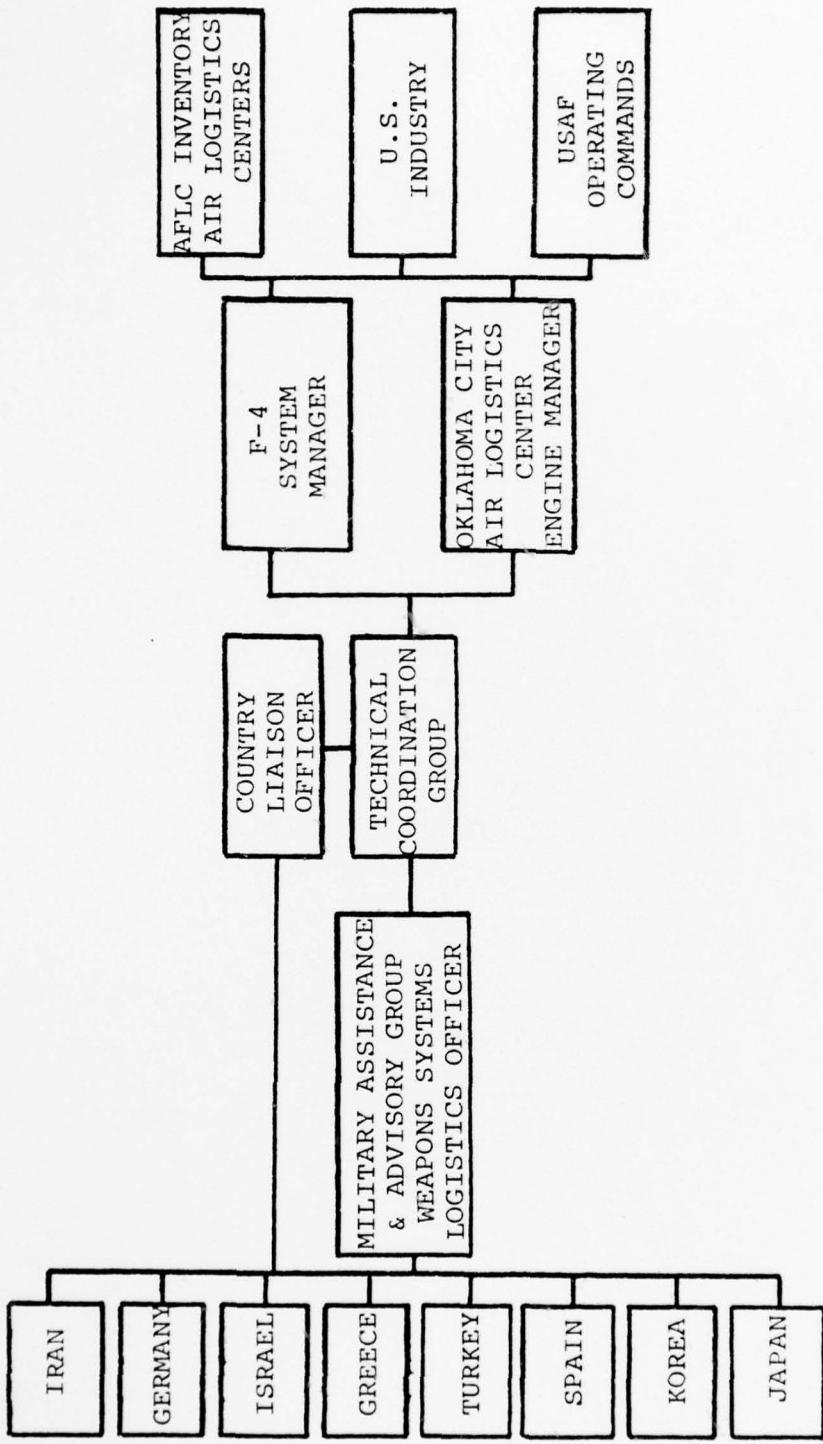


Figure 1. F-4 Technical Coordination Group Lines of Communication

but one country¹ were enthusiastic about the possibilities offered by the TCG (9). However, as previously stated, the foreign maintenance information available could not be entered into the USAF computerized system without causing disruption to USAF data (31). When the TCG representatives made their first implementation visit to the Republic of Korea, they stressed the importance of the development of a country-peculiar MDCS (23:1). As a result of the interest expressed by ROKAF officials, the TCG was assigned the responsibility for adapting the existing USAF MDCS programs for SA countries' use (10). Officials of the TCG conducted a review of existing programs and

. . . decided that a modification of the existing USAF data products would require more effort than developing an entirely new program because of the lack of documentation [18:1].

As a result of these initial conferences and deliberations, the responsibilities of the TCG were to include (1:5):

- a. interfacing USAF and SA country data systems;
- b. entering data into the USAF maintenance computer system or a separate reporting system would be developed tailored to peculiar SA country needs (authors' emphasis); and

¹This one country was unable to budget the money necessary for TCG participation until 1977.

c. reviewing USAF maintenance data records for trends in product performance which may have applicability for SA countries (16:4).

Justification

From the outline above it becomes evident that the TCG will be responsible for the development and implementation of the maintenance data collection system for the ROKAF. Thus the TCG is required to develop a MDCS that is not only suited to the ROKAF needs but that can be later applied to the needs of other SA countries.

The information obtained from the MDCS must assist in the isolation of trouble spots for the future:

In today's environment, a high degree of materiel readiness is of paramount importance in defense planning. Maintenance is a major contributor to this readiness. It is the job of maintenance to sustain equipment in a state of operational readiness consistent with the demands of the operating forces [6:iii].

This becomes of paramount importance for the ROKAF; if they do not forecast future demands in sufficient time for inclusion in the next year's SSA they are not assured of receiving critical supplies.

But why the need for such a reliance on computer systems? The major characteristic that delineates the computer from other managerial aids is the immediate response capability (26). This rapidity of information has

become of paramount importance with the development of military fast strike capabilities:

. . . mobilization time has been reduced from months to days and hours--perhaps in extreme cases to only minutes. Since it would be disastrous to delay mobilization until hostilities begin, it is necessary to be in a continued state of emergency readiness and to be capable to respond rapidly in order to maximize our military advantage [6:2].

The problem of equipment readiness has been further delineated as:

One of the first essentials in dealing with the matter of equipment readiness in the DOD is the existence of an effective information system capable of providing accurate data on the condition and degree of readiness of all equipment currently in the inventory [6:8].

Research Objectives

The objectives of this thesis were to fulfill the following requirements:

1. delineate the maintenance data requirements of the ROKAF F-4 weapon system as they relate to manhours accounting and component identification for inclusion in the special support agreement (SSA);

2. provide maintenance data that will enable ROKAF management to specifically identify these system requirements, based upon information on the following factors:

- a. failure rates,
- b. mission aborts, and
- c. usage of manhours in the maintenance function;

3. provide a MDCS suitable to ROKAF management which would enable production of maintenance data in an informative and meaningful format (i.e., numeric and graphic presentations of components deficiencies with respect to Quality Control inspections); and

4. facilitate manhour accounting and provide data to support redistribution of manpower (19:3).

The above research objectives served as guides in the development of a MDCS aimed at achieving more effective control of the ROKAF maintenance function. In this context, the introduction of a computer-based system into the maintenance management of the F-4 weapon system within the ROKAF would exhibit the following characteristics that delineate it from the manual system:

1. the MDCS is faster than the manual system,
2. it is more accurate, and
3. there is a decreased requirement for labor in preparation of control and maintenance reports.

Preview of Remaining Chapters

The objective of this chapter has been to give some description of the scope of the problem through specification of the background to the situation and some discussion of the perspectives involved. In addition, the research objectives were stated to show the direction of this thesis.

The next chapter will describe the research methodology to be utilized to provide some insight into the four research questions posed, as well as describing the output format. Chapter III will describe the MDCS developed, going into greater detail on each of the elements and subroutines of the model developed, together with some discussion of the data manipulation.

Chapter IV will describe the results obtained from testing the developed MDCS with simulated data; the final chapter will discuss conclusions about the model usage, outlining the limitations thereto; finally, recommendations will be made with respect to directions for future development of the MDCS.

CHAPTER II

METHODOLOGY

Overview

The purpose of this chapter is to describe the overall system that was developed to enable the construction of an integrated computer-based Maintenance Data Collection System (MDCS). The first section of the chapter will discuss the basic system developed, followed by a discussion of data collection and utilization; the final section will give a clearer definition of each of the outputs--the individual subsystems will be examined and their procedures described in order to specify explicitly the responsibilities of each (3:63-65).

System Manipulation

The purpose of the MDCS is to collate data obtained from all maintenance work centers within the ROKAF that are responsible for support of the F-4 fleet; the data so obtained will be manipulated in order to obtain definitive data on the reliability of each component of the weapons system, isolation of systems requiring inordinate maintenance time, together with manhour accounting functions. The system flowchart shown as Figure 2 is illustrative of

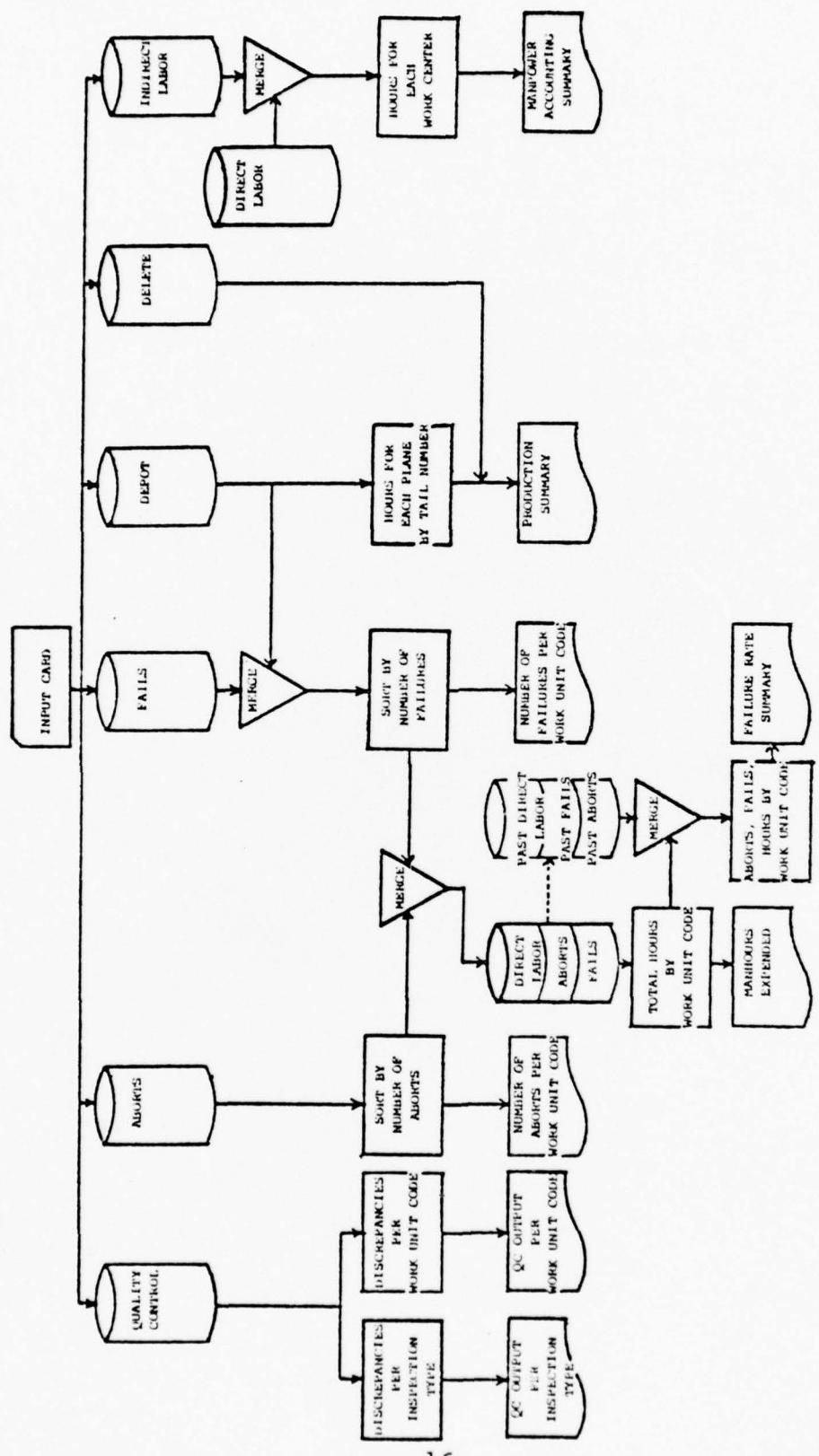


Figure 2. Data System Manipulation Flowchart

the whole process utilized to obtain the requisite output, each of the outputs being labeled as shown; the eight types of reports output have been named and the same terminology will be used with respect to these reports throughout this chapter.

Data Input

The data used in this system will be the subject of further discussion at a later section of this chapter; suffice it to state at this stage that the input data comes from three basic sources:

- a. Air Force forms 349,
- b. quality control cards, and
- c. production summary delete cards.

As can be seen from Figure 2, these basic inputs are utilized to create six data files:

- a. quality control data,
- b. data on mission aborts,
- c. data on equipment failures,
- d. depot maintenance data,
- e. delete data for file maintenance purposes, and
- f. manpower accounting data (indirect labor).

Quality Control Data

The quality control data is generated from quality control inspections performed on aircraft at various times in the maintenance function (e.g., preflight inspections,

post-maintenance inspections, etc.). The data so generated is used to obtain two outputs:

a. graphical presentations of rates of discrepancies per inspection type, referred to as "QC Output per Inspection Type;" and

b. listings (in tabular form) of discrepancies discovered per work unit code (WUC) referred to as "QC Output per WUC."

These reports enable ROKAF management to observe trends in equipment malfunctions in order to obtain replacement spares prior to the arisal of "not operationally ready supply" (NORS) situations; the second part of the report will also be used to define work unit codes that have caused the greatest number of inspection discrepancies, and hence requiring greater attention during maintenance in order to decrease the number of errors.

Mission Abort Data/Failure Data

The information generated from the mission abort data file is used to compile a monthly listing of those work unit codes which have resulted in the incidence of aborts; these instances are listed in descending order of importance in terms of number of instances; this is the "number of Aborts per WUC" report. Likewise, the information obtained from the failure and depot maintenance data files is used to produce an output by work unit code of those

items which have resulted in equipment failures over the month of the report; this is the "Number of Failures per WUC" report. This data on aborts and failures is further analyzed to produce a report output by WUC accounting for total manhours expended on maintenance. The report shows total hours expended per WUC on maintenance; this is the "Manhours Expended" report--it deals solely with direct labor.

Abort/Failure Manhour Summary Data

The data files for aborts, failures, and depot maintenance are merged to represent a data file for all elements of aborts, failures, and manhours expended on the F-4. This data is used to provide a report for each work unit code, comparing the previous and current months data on mission aborts, equipment failures, and resultant manhour utilization. This report has three elements of information:

- a. data on occurrences and ranking of failures for this and the previous month;
- b. data on occurrences and ranking of aborts for this and the previous month; and
- c. data and ranking of hours expended on failures and aborts for this and the last month.

This report is used to isolate those work unit codes which are causing the greatest burden to the maintenance function

because of mission aborts and equipment failures, which both result in manpower utilization.

Depot Maintenance Data

The primary function of the depot maintenance data is to produce a report which shows the usage of manhours in the maintenance function for each aircraft that is in the depot and which has undergone maintenance in the past three months. The actual manhour usage is compared to that authorized, and a comparison is made of the two figures, differences being highlighted as being under- or over-usage. This is the "Production Summary" report. The delete data file is used for the purpose of file maintenance on the production summary data.

Manhour Utilization

The final subsection of the system is concerned with manpower utilization. The report compares the number of men assigned against the number authorized for each work center and/or depot and then lists all labor under the categories of "direct" labor, "indirect" labor, and "other," a category containing manhours not reported via AF form 349 (e.g., periods of no activity within the work center). Each of these categories is costed out and a percentage of authorized and assigned manpower is tabulated. This is the "Manpower Accounting Summary" report.

Data Collection/Manufacture

Data for utilization in the system was available through two sources: (a) Korean data forwarded through Odgen Air Logistics Center at Hill Air Force Base, and (b) through artificial generation via a data program utilizing the random number facility of the CREATE computer at AFIT SLG.

The establishment of a data base was necessary to permit initial tests of the system to enable determination of the system effectiveness (20), and was further utilized for system debugging during initial development.

Data Generation Model

To enable efficient testing of the MDCS and to eliminate unnecessary data collection by the ROKAF, a data generation model was seen as the most effective method of obtaining data in the quantity and variety necessary to validate the system. The system flowchart of this generation model is shown at Figure 3. The model generates four basic types of data:

- a. quality control data,
- b. "delete" data,
- c. direct labor data (aborts, failures, and depot manhours), and
- d. manhour reporting data (indirect labor).

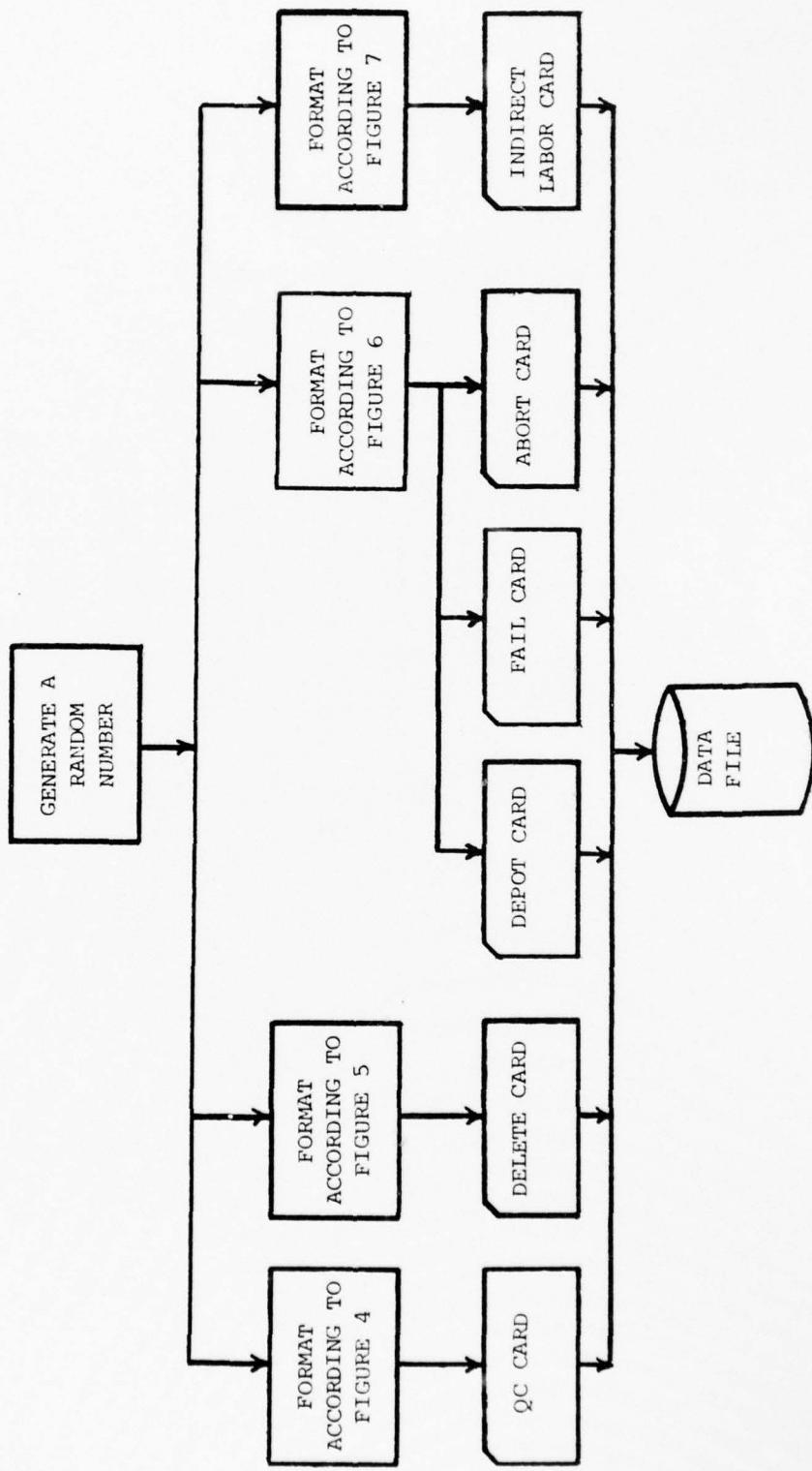


Figure 3. Data Generation System Flowchart

The format utilized for each of these cards is shown at Figures 4, 5, 6, and 7 respectively; for the latter two formats data is provided (in the real world) from AF form 349. An example of AF form 349 is shown as Appendix B. Air Force Manual 66-1 specifies that the 349 is the appropriate document for the collection of maintenance data on major weapons systems, and this form is currently in use by the ROKAF; the information generated is available on these forms.

Data Validation

Actual data from the ROKAF was checked against that generated by artificial means through the CREATE facility to ensure compatibility--further discussion of this subject will be left to Chapter IV as validation of the MDC system. Suffice it to say at this stage that the artificially-created data was used in initial validation of the reports generated by the system based upon congruence between the real and the artificial data.

Data Input

For the purposes of later utilization of the data input capacity, data can be input to computer disc storage in any of the following ways:

- a. directly from computer interaction,
- b. through remote terminals, or
- c. through batch systems.

Card Column	Information	Character Type	Example
1 - 5	Inspection Type	Alphanumeric	SAGE
6	Blank		
7 - 8	Daily Progressive Inspection Number by Inspection Type	Numeric	03
9	Blank		
10 - 14	Julian Date and Year	Numeric	13277
15	Blank		
16 - 22	Mission Design Series	Alphanumeric	bRF004C
23	Blank		
24 - 28	Work Unit Code	Alphanumeric	12345
29	Blank		
30 - 31	Number of Discrepancies on This Inspection	Numeric	12

Figure 4. Quality Control Card Input Format

Card Column	Information	Character Type	Example
1 - 12	Blank		
13 - 20	Airport Serial Number	Alphanumeric	RF004C06
21	Blank		
22 - 27	Delete Instruction	Alpha	Delete (Always)
28	Blank		
29 - 35	Mission Design Series	Alphanumeric	bRF004C

Figure 5. Delete Card Input Format

Card Column	Information	Character Type	Example
1 - 3	Julian Date	Numeric	365
4 - 7	Job Control Number for each Work Center	Numeric	0021
8 - 12	Work Center	Alphanumeric	K3110
13 - 20	Aircraft Serial Number	Alphanumeric	bF004D20
21 - 27	Blank		
28 - 34	Mission Design Series	Alphanumeric	bbF004E
35 - 42	Blank		
43 - 48	Engine Number (when appropriate)	Alphanumeric	ABC123
49 - 52	Blank		
53 - 57	Work Unit Code	Alphanumeric	33333
58	Blank		
59	When Discovered Code: (i) Depot Maintenance, (ii) Abort, or (iii) Failure	Alphanumeric	S (always) A or C (always) Any other alpha
60 - 62	How Malfunctioned Code	Numeric	950
63 - 64	Blank		
65 - 68	Starting Time on Job	Numeric	0820
69 - 71	Shift Indicator	Numeric	196
72 - 75	Finish Time for Job	Numeric	1715
76	Crew Size	Numeric	2

Figure 6. AF Form 349--Direct Labor Reporting Input Format

Card Column	Information	Character Type	Example
1 - 3	Julian Date	Numeric	136
4 - 7	Control Number	Numeric	0000 (always)
8 - 12	Work Center	Alphanumeric	WKCN4
13 - 15	Blank		
16 - 20	Manhour Report Identification	Alpha	INDLB (always)
21 - 52	Blank		
53 - 57	Type of Manhour Report	Alpha	LVEOV
58 - 64	Blank		
65 - 68	Starting Time	Numeric	0800
69 - 71	Indication of Shift	Numeric	123
72 - 75	Finishing Time	Numeric	1700
76	Crew Size	Numeric	6

Figure 7. AF Form 349--Indirect Labor Reporting Input Format

For purposes of validation of the system, data was stored to disc files and directly accessed by the system. Once the system is in use by the ROKAF it is anticipated that punched cards will be the applicable input medium; no conflict is foreseen in the different methods of input utilized.

Permanent Files

To augment the data files created through artificial means, the MDC system also requires the establishment of a number of permanent files for access by the model. The artificial data input to these files has been verified as realistic by the TCG (20). The typical information resident in these permanent files is:

- a. the representative salary for each rank--to be used in the Manpower Accounting Summary for costing of the three categories of labor;
- b. the authorized and assigned manning for each work center--also for manpower accounting computations;
- c. lists of nomenclature for work unit codes--to be used in output formats to enhance readability;
- d. authorized numbers of manhours for overhaul of aircraft types at the depot--for use in the Production Summary report; and
- e. a file of the julian date which corresponds with initialization of end of month reports.

These files were created for purposes of interaction with the system to obtain meaningful output.

Explanation of AF Form 349 Inputs

As an insight into some of the terms used in the next section of this chapter, the following data elements appearing on the AF form 349 are explained:

- a. malfunction codes--used to describe the reason for a malfunction;
- b. work center designators--used to identify that work center which performed the requisite maintenance on the malfunctioned component/assembly;
- c. work unit codes--used to define the maintenance action required to repair/replace the malfunctioned component;
- d. when discovered codes--the method by which the malfunctioning component was isolated (abort, failure, etc.);
- e. mission design series (MDS)--the type of weapons system which was the subject of maintenance; and
- f. identification/serial numbers--unique identifiers for each MDS, in this case also known as tail numbers.

Description of the Output

A review of Figure 2 will show the outputs generated by the MDC system. The outputs will be dealt with as four subsections:

- a. a quality control output:
 - (i) QC output per type of inspection; and
 - (ii) QC output per WUC;
- b. failure/abort output:
 - (i) number of aborts per WUC,
 - (ii) number of failures per WUC,
 - (iii) manhours expended per WUC, and
 - (iv) failure rate summary;
- c. production summary output;
- d. a manpower accounting summary for each base.

Each of these reports will be dealt with in general, and some insight will be given as to the computer routines and algorithms utilized.

Quality Control Output

The aim of the quality control output is to identify significant deviations and trends in the number of discrepancies discovered during quality control inspections. A plot of current inspection results against past inspection results (in accordance with the flowchart at Figure 8 and in the format shown at Figure 9) will show if trends in discrepancies are developing and thereby permit early action to be taken to prevent shortages of spares through subsequent inclusion of additional requirements in the next year's Special Support Agreement. The output has two formats:

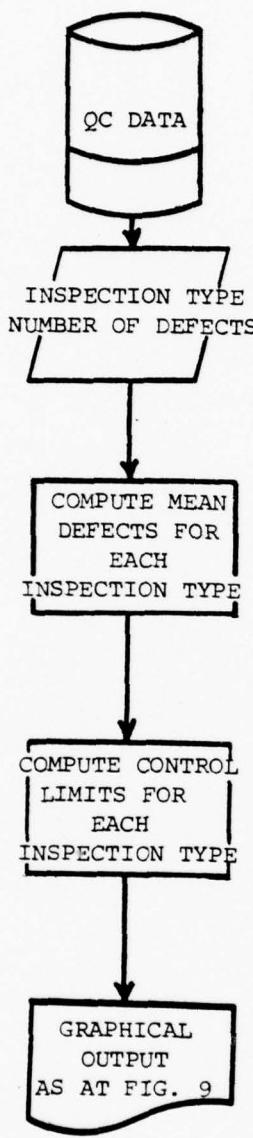


Figure 8. Quality Control Output Flowchart

QUALITY CONTROL OUTPUT
PER TYPE OF INSPECTION

TYPE OF INSPECTION

NUMBER OF INSPECTIONS THIS MONTH

TOTAL NUMBER OF DISCREPANCIES

RATE (DISCREPANCIES/INSPECTION)

J	F	M	A	M	J	J	A	S	O	N	D
<input type="checkbox"/>											
UCL											
\bar{C}											
LCL											

Figure 9. Quality Control Output Per Inspection Format

a. the graph of QC output per type of inspection to identify significant trends in the number of discrepancies discovered on each inspection--this graph is presented in the form of a control chart as Figure 9; and

b. a tabular presentation showing the total number of failures for each work unit code without reference to the type of inspection--this enables management to isolate the types of components that require special attention. The applicable flowchart is Figure 10 and format is shown at Figure 11.

The object of control charts (as illustrated in Figure 9) is to:

. . . determine if variations in a product dimension are random and to detect assignable variations. The control chart is based on a series of samples of subgroups of items drawn randomly from a process over a period of time [4:319].

In this section we are dealing with a "defects per unit time" situation as it refers to the inspection process. Given this premise the control chart should be based on the Poisson distribution; that is, it is believed that there are few discrepancies discovered over a large number of observations. The Poisson probability distribution is a mathematical model with properties suitable for expressing this type of problem: small number of occurrences of a large number of observations (5:171). Applying this function to a control chart results in the use of the formula:

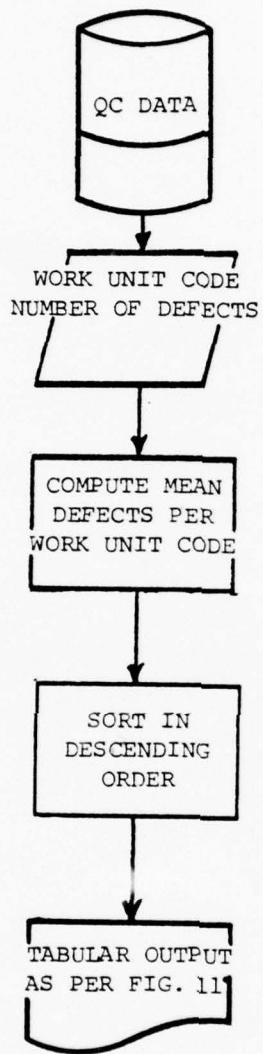


Figure 10. Quality Control Output Per WUC Flowchart

QUALITY CONTROL OUTPUT PER WORK UNIT CODE			
WORK UNIT CODE	NOMENCLATURE	NUMBER OF DISCREPANCIES	PERCENTAGE OF ALL DISCREPANCIES

Figure 11. Quality Control Output Per WUC Format

$$P(c) = \frac{e^{-\mu} \mu^c}{c!}$$

where c = the number of defects per inspection unit, and
 μ = the expected number of defects.

The flowchart for manipulation of the data is found in Figure 8. The control limits of the chart will be the mean of all of the data, plus and minus three times the standard deviation of the number of defects:

$$\mu \pm 3\sigma_c$$

and the estimates of the control limits are:

- a. upper control limit = $\bar{c} + 3\sqrt{\bar{c}}$, and
- b. lower control limit = $\bar{c} - 3\sqrt{\bar{c}}$.

For this formulation

$$\bar{c} = \frac{1}{k} \sum_{j=1}^k c_j \quad (14:207).$$

where k is the number of QC inspections for the last ninety days.

Failure/Abort Output

In order to be able to support the ROKAF it is necessary to develop a system of ranking items by their failure rates. Simple application of USAF failure rates has been found to be ineffective because of the differences

in types of missions flown,² differing climatic conditions, differing mission objectives, etc. Thus, the ROKAF needs to have reliable data concerning their own failure rates.

One objective of this subsystem of the MDCS is to rank items from highest to lowest according to the number of failures experienced within the past month (refer to the flowchart on Figure 12 and the format on Figure 13).

The information on failures is obtained from the failure data, as well as the data from depot overhaul functions. Concomitant to the output of failure rates it is necessary to delimit those items of equipment which have caused missions to be aborted; this information is presented as the Number of Aborts per WUC report. The applicable flowchart is shown as Figure 14 and the output format as Figure 15. The output utilizes information obtained from the abort data file and ranks the WUC by the number of mission aborts per month.

The system merges the data from the data bases (failures, aborts, and depot overhaul information) to produce the Manhours Expended per WUC report; the applicable flowchart is shown as Figure 16 and the output format as Figure 17. This information highlights those work unit codes that have utilized an inordinate number of manhours

²With the F-4, the ROKAF tends to fly a large number of short missions each day, compared to a relatively different type of mission by the USAF. This results in differences in failure items; e.g., higher failure rates of tyres per hour flow for ROKAF aircraft (20).

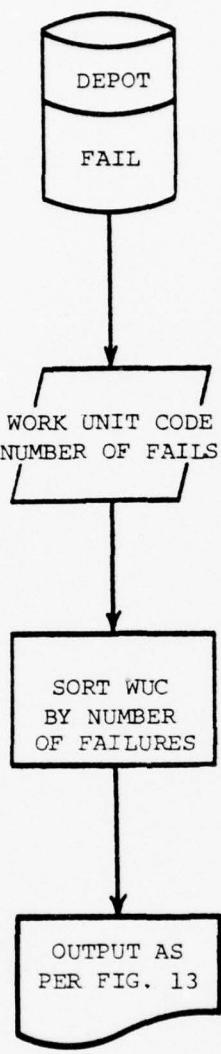


Figure 12. Failures Per WUC Flowchart

NUMBER OF FAILURES		NUMBER OF FAILURES	
RANK	WORK UNIT CODE	NOMENCLATURE	NUMBER OF FAILURES

Figure 13. Failures Per WUC Format

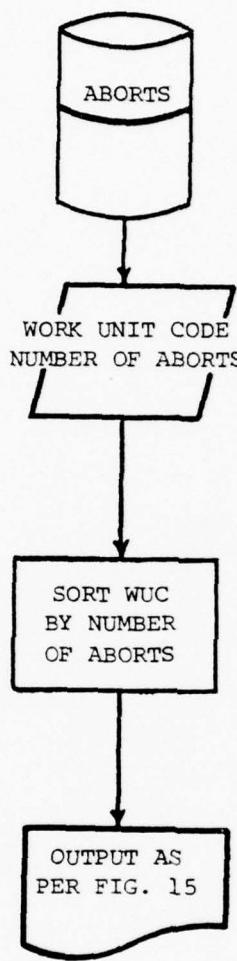


Figure 14. Aborts Per WUC Flowchart

RANK	WORK UNIT CODE	NOMENCLATURE	NUMBER OF ABORTS

Figure 15. Aborts Per WUC Format

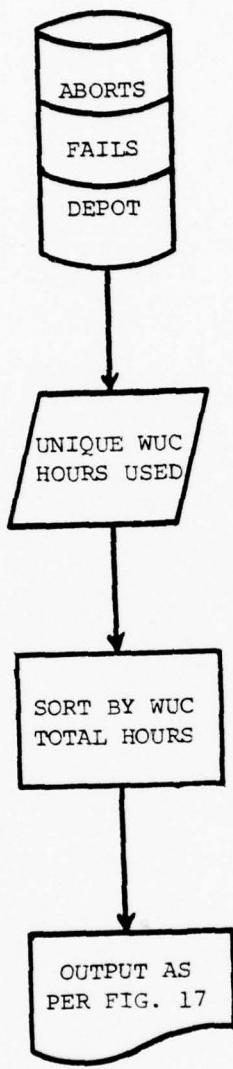


Figure 16. Manhours Expended Per WUC Flowchart

MANHOURS EXPENDED			
RANK	WORK UNIT CODE	NOMENCLATURE	TOTAL MANHOURS

Figure 17. Manhours Expended Per WUC Format

in the maintenance function and hence which may require some managerial attention.

In addition to the above outputs, the system also provides a comparison of all rates (failure, abort, manhours consumed) for the current and the previous month for all work unit codes. This quickly highlights those items that are requiring excess maintenance attention (through man-hours expended), those that have caused the greatest disruption to operations (through number of aborts), and those with the highest failure rates (and therefore requiring priority inclusion in the following years SSA). The applicable flowchart is shown as Figure 18 and the output format as Figure 19. The comparison with the previous months data permits ROKAF management to detail those items which show a tendency to increase their relative importance, and hence require greater managerial attention.

Production Summary Output

The production summary is used to identify manhours utilized against those authorized for each weapons system (F-4) undergoing maintenance. From the ROKAF an authorized standard time (for each aircraft type requiring maintenance) has been obtained (from the TCG at Hill AFB) and actual time expended will be compared to highlight those aircraft which have overused manhours, as well as those which still have manhours available for usage. The program flowchart

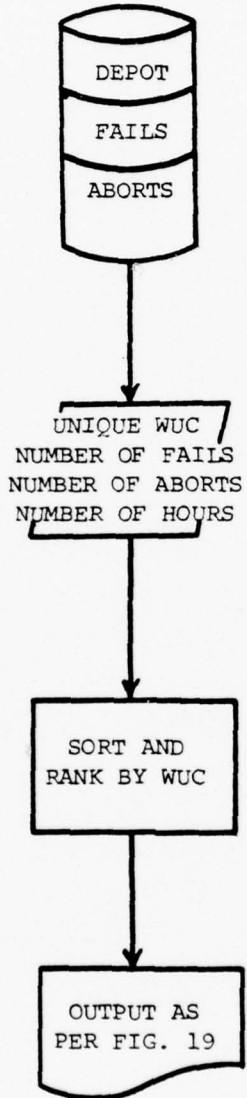


Figure 18. Failure Rate Summary Flowchart

Figure 19. Failure Rate Summary Format

to be used is outlined in Figure 20. After output of the report the delete file is used to perform file maintenance.

Once the actual manhours utilized for maintenance are obtained for a specific aircraft tail number, these can be compared against the number of hours authorized for that maintenance task and the difference specified. In addition, the percentage of authorized manhours still remaining to be expended will be displayed on the output to enable ROKAF maintenance managers to isolate instances where aircraft are likely to consume excessive maintenance time; this will identify problem areas before they occur, thus enabling correction by schedule adjustments. The Production Summary format is illustrated in Figure 21.

Manpower Accounting Summary

The ROKAF will utilize the MDCS to allocate men to those work centers which have shown a workload indicating a requirement for extra personnel (20). Despite a common misconception, the ROKAF has a shortage of manpower; in the last two years there has been a 25 percent increase in their workload without offsetting increase in authorized manning (20). Hence, for the ROKAF to operate efficiently they must have the capability to effectively reallocate the manpower authorizations that they presently have established.

Figures on manpower usage will be subdivided into "direct," "indirect," and "other" classifications (the

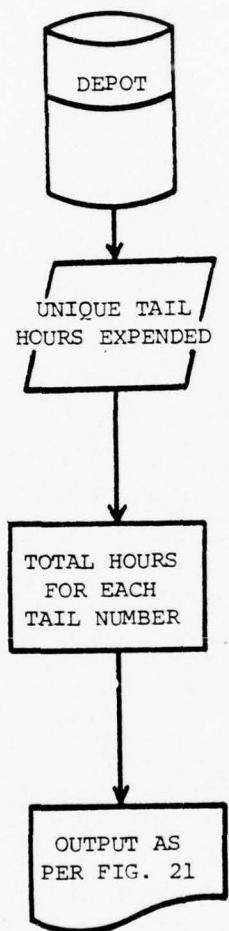


Figure 20. Production Summary Flowchart

PRODUCTION SUMMARY FOR (BASE)				
MDS	SERIAL NO.	M/H USED	M/H AUTH.	M/H LEFT

Figure 21. Production Summary Output Format

latter to account for times for which no AF form 349 has been submitted); this report facilitates justification for manpower authorization increases, as well as bringing under maintenance managers' scrutiny inordinate times spent on particular maintenance activities (refer to Figure 22 and Figure 23 for the MDCS flowchart and the programmed output, respectively). These figures will be presented for each work center; further, the output will show a comparison of manning authorized against assigned manning for each of the work centers.

Overview

This chapter has given an overview of the elements of the model, together with some discussion of the development of the maintenance data--further development of the data will be discussed in Chapter IV under Validation of the Model. The next chapter will give some insight into the development of the model, together with more detailed analysis of the actual subroutines utilized.

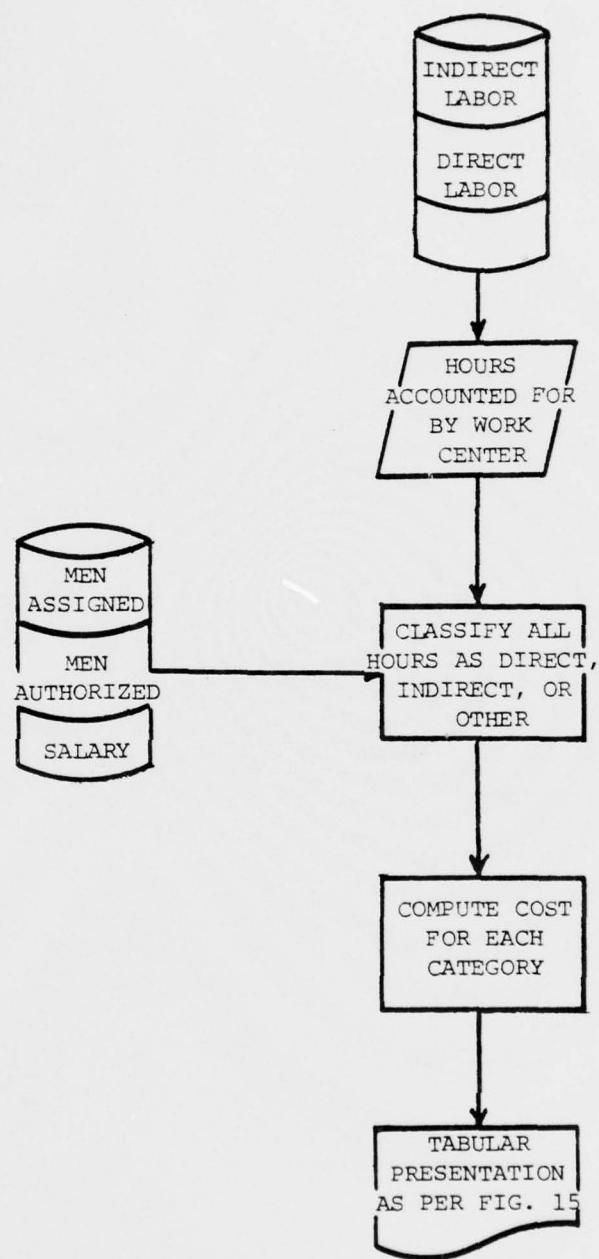


Figure 22. Manpower Accounting Summary Flowchart

MANPOWER ACCOUNTING SUMMARY PER WORK CENTER									
WORK CENTER	DIRECT LABOR		INDIRECT LABOR		OTHER		AUTHORIZED MANNING	ASSIGNED MANNING	PERCENT MANNED
	Manhours	Cost	Manhours	Cost	Manhours	Cost			

Figure 23. Manpower Accounting Summary Format

CHAPTER III

DEVELOPMENT OF THE MODEL

The purpose of this chapter is to give some detailed insight into the actual model developed to fulfill the research objectives outlined in the first chapter. This chapter will be dealt with as two distinct sections: the first will consider the algorithm utilized to develop an extensive data base; the second section will give a detailed account of the model developed to manipulate the data and then provide information on the form of the outputs specified in Chapter II.

Data Generation

At the time that the model was in the developmental stage, no data was available from the ROKAF to enable testing of the model. Further, in the light of the amount of time necessary to collect and input data for a year of maintenance activity, it was decided that the most efficient means of model validation would be to develop an algorithm to generate "artificial" data of sufficient variety to test all aspects of the model in accordance with current Air Force manuals (28; 29). A high level flowchart of the program developed for data generation is shown as Appendix C; the actual program is shown at Appendix D. Each of the

subroutines of the data generation program will now be discussed in some detail to support our later contention that the validated model was realistic in all respects.

Air Force Form 349 Input

For each maintenance activity within each work center, an AF form 349 is submitted to account for manhours expended on some specified maintenance function; these forms are also input to record elements of indirect labor, such as leave, detailed duty, alternative duty, etc. The remaining time not thereby accounted, such as lunch breaks, coffee breaks, etc. is determined from the differences between total time accounted for as "direct" or "indirect" labor, and the total time available for each work center; this element of manhour accounting is classified as "other."

Through the submission of AF form 349, one of four situations is designated:

- a. a mission abort has occurred,
- b. there has been a failure of some sort,
- c. there has been manhour usage at a depot, or
- d. indirect labor usage has been recorded.

Each of these four situations will now be discussed.

Mission Abort. It is of obvious necessity that a MDCS should produce detailed information of the occurrences of mission aborts as this is a most significant form of mission failure. When a mission abort occurs, the

resultant AF form 349 submitted will show a "when discovered code" as an "A" or a "C" in card column 59 of the data input. The model will use this input in the production of the abort report.

Normal Failure. There are a number of occasions when a failure will be detected in aircraft performance which does not result in a mission abort; such a failure is designated through the use of any alphabetic character in card column 59, except for "A", "C", or "S." Nowhere in the model do we require detailed knowledge of the type of failure, merely information to the effect that a failure did occur. Hence, for the purposes of data generation only two alphabetic characters were utilized to designate a failure: "B" or "F." This does not represent a limitation because complete variety in input is represented through mere indication of the existence of a failure. At some later date, through further development of the model, there may be a requirement to expand the capacity of this element of the data generation algorithm. This can be easily effected through minor alteration of the program but no purpose is served thereby at this stage.

Depot Maintenance. Each aircraft is scheduled into the depot for some form of major overhaul at irregular intervals, the exact frequency of this occurrence is unimportant--what is important for the purposes of our

model is a record of the number of manhours actually used in overhaul activities conducted at the depot, and the number of hours authorized for completion of that type of overhaul. Reference to card column 59 will determine whether the AF form 349 was submitted to record depot level maintenance--an "S" indicates this fact. Because the output requirements at Chapter II do not necessitate differentiation between types of overhaul, such a facility has not been incorporated in the data generation program--the algorithm merely generates a number of hours work on a particular aircraft without discriminating between types of overhaul. This is not viewed as a limitation of the program.

Indirect Labor Usage. Each work center manager has a requirement to account for the available work time of his employees--through the input of hours for indirect labor the manager is able to exercise more effective supervision of the activities of the members of the work center. A blank in card column 59 indicates that the input is in the form of an indirect labor usage card; for the purposes of the model there is little need to generate a great variety of types of indirect labor. In the case of this exercise we have generated five different types of indirect labor even though none of the outputs of the model require detailed knowledge to this extent, merely information to

the effect that the card deals with indirect labor is quite sufficient. The types of indirect labor utilized are:

- a. alternative duty : ALTOO
- b. compensatory time : CMPOO
- c. detail duty : DTLOO
- d. leave : LVEOV, and
- e. training : TRNOO

In some later development of the model there may be a need for a more detailed breakdown of the indirect labor--the data generation program can easily be amended to accommodate this new requirement.

Apart from the differentiation required amongst the types of reports as indicated at card column 59, the remaining sections of AF form 349 are of much the same format except for the differences in the indirect labor input. To complete discussion of the AF form 349 input, the remainder of this subsection will differentiate according to whether the input card is for purposes of recording indirect labor or not. To effect this discussion, all elements of the AF form 349 will be defined.

Job Control Number. The job control number is a seven-digit field consisting of two elements: the julian date (three digits) followed by the actual job control number (four digits). For each work center a job control

number counter is initialized for each julian date. The facility to uniquely identify each input card is not a requirement of the model but has been incorporated in the data generation program to add realism. The only difference between direct and indirect labor inputs is that the latter does not require a job control number, but only the inclusion of the julian date (the area designated for issuance of a job control number is left blank).

Work Center. The work center consists of a five-character alphanumeric field in card columns 8 to 12 to uniquely identify that work center which raised the AF form 349, and hence which completed the work shown on that form. For the purposes of data generation we have isolated five work centers from ROKAF data and created one depot--we believe that this will present sufficient variety to validate this aspect of the model. The five work centers and depot are indicated as:

- a. work center K3110,
- b. work center K4140,
- c. work center K3160,
- d. work center K4110,
- e. work center K4230, and
- f. the depot DEPOT

Aircraft Serial Number. In most cases the aircraft serial number will be the tail number of the aircraft upon

which maintenance is being effected. We have allowed for an eight-character alphanumeric field in card columns 13 to 20 to record this tail number. For model validation it has been assumed that there are 20 tail numbers (from 01 to 20) for each of the four aircraft types. In the case of indirect labor, the generation of the label "INDLB" will appear in place of an aircraft serial number.

Aircraft Type. The aircraft type is recorded in card columns 28 to 34 as a seven-character alphanumeric field. The ROKAF has four different aircraft types for which this program generates variety: F-4C, F-4D, F-4E, and RF4-C. This output is in consonance with the ROKAF situation but would necessitate further modification if the model is later expanded to incorporate other aircraft types. For the purposes of this thesis, this limited variety of aircraft type is not viewed as a limitation. In the case of an input of indirect labor information, this field remains blank.

Engine Identification. This six-character alphanumeric field is recorded in card columns 43 to 48; an input will only occur here when the work conducted under the AF form 349 is in respect of an aircraft engine. Nowhere in the model is this information referenced and hence no variety is necessitated: when an engine is worked

upon, the field will show "ABC123;" obviously the field will remain blank for the input of an indirect labor data.

Work Unit Code. The work unit code specifies the type of work that is conducted on the aircraft for this particular AF form 349. Reference to current regulations [i.e., Technical Order (T.O.) IF-4E-06 (27)] will show a multitude of different codes to fill this five-digit field; for the purposes of variety generation it was decided that ten different codes would represent sufficient diversity to validate the model. The algorithm can easily be changed to reflect a greater variety but little purpose would be served thereby. In the case of indirect labor, this field will indicate the type of indirect labor discussed, five different labor inputs are utilized but no later use is made of this fact in the model so further variety is not necessary and the diversity in existence only serves to add realism to the data so generated.

When Discovered Code. This one-character alpha-numeric field in card column 59 has already been discussed as the determinant of the type of input generated by the AF form 349.

How Malfunctioned Code. This three-digit field in card columns 60 to 62 is used to indicate the cause of the malfunction (blank in the case of indirect labor input).

There is an allowance here, by T.O. IF-4E-06 (27), for 1000 different malfunction codes but 10 were considered to represent sufficient variety for model validation. Further codes could be developed if the need arose but the utilization of only 10 is not considered to be a limitation of this model.

Commencement Hour. At the time that work starts on the task shown by the AF form 349, such time is recorded to enable management to establish how many manhours were spent on each particular job. This procedure also applies in the case of indirect labor input to account for unproductive manhours. This information is recorded in card columns 65 to 68 as a four-digit field based on a 24-hour clock.

Shift Indication. In the event that a job is commenced on one julian date but the crew so engaged continues on that job past midnight, card columns 69 to 71 record the julian date that the job terminated in order to facilitate later computation of manhours worked. This input becomes particularly relevant for shift work.

Finish Hour. This element is of the same format as the commencement time but recorded at columns 72 to 75; likewise it is utilized to compute manhour accounting.

Crew Size. This one-digit character in column 76 is used to record the number of persons working on the task specified on AF form 349. The algorithm generates from one to seven persons--greater variety can be generated through amendment of the algorithm (and incorporating changes to the model) but it is considered an unlikely event that more than seven persons would be employed upon any one task. This element is not seen as a limitation to the model.

Quality Control Input

After each aircraft has left the work center or depot at the end of maintenance, quality control inspectors conduct a number of tests in the area that has been subjected to repair. There are a number of different quality control inspections that are conducted, but the objective of each is to discover how many discrepancies have not been alleviated by the maintenance function. The number of discrepancies so discovered will be utilized in the production of quality control charts to enable ROKAF management to discover trends in maintenance performances, and thereby to act as a control over the quality of the maintenance function. Each of the elements of the quality control input generation will now be discussed in detail.

Inspection Type. In card column one to five is a five-character alphanumeric field to record the type of

inspection conducted. For the purposes of data generation five different inspection types were utilized to produce sufficient variety to test the model; these inspection types are denoted:

- a. BPE,
- b. BPO,
- c. 5AGE,
- d. QDI, and
- e. QUI.

Once again, modification of the algorithm could result in the generation of increased variety, but such a course of action was considered unnecessary.

Inspection Number. Card columns seven and eight record the serial number of each inspection type for each calendar year. No use is made of the serialization of these inspection numbers within the model; however, the inspections are serialized to lend authenticity to the data so generated.

Julian Date and Year. The julian date and year enables the inspections to be input to the model in day sequence--this will facilitate later inspection of trends. The julian date is a three-digit field commencing in card column 10; the remaining two digits are obtained from the last two digits of the year; they are recorded starting in column 13.

Aircraft Type. This seven-character alphanumeric field is found in card columns 16 to 22. For the purposes of this thesis it has been assumed that there are four different aircraft types available; little alteration is required to increase this variety but to little purpose for the development of the model.

Work Unit Code. As explained in the previous subsection, this code is used to show what work was being performed upon the aircraft. It has been assumed that there are ten different codes.

Number of Discrepancies. This two-digit field indicates the actual number of discrepancies found upon the quality control inspection--the number is generated through a random number generator which produces a Poisson distribution with a lambda value specified by the random number so generated. This process would appear to be a reasonable approximation of the situation encountered in most quality control situations.

Production Summary Delete Card Input

The final product of the data generation algorithm is the production of a delete card. This card is input to the model to perform updating of the Production Summary data file after aircraft have left the depot at the cessation of all maintenance necessary for the particular

overhaul under discussion. Once this card is produced the model will cease to compute a comparison of actual man-hours utilized against the number that is authorized for that aircraft. A more detailed discussion of this card follows.

Aircraft Serial Number. As previously explained, the aircraft serial number is a unique identifier of the plane and would usually be the aircraft tail number.

Deletion Input. If the word "Delete" appears in card columns 22 to 27, this fact is used to identify the production of a deletion card and enables the model to store and utilize this information accordingly.

Aircraft Type. Card columns 29 to 35 show the type of aircraft leaving the depot.

Input Formats

To enable a consolidated inspection of the input format, the details contained in the previous subsections have previously been summarized and appear in Chapter II, Figures 4 to 7. As an example of the product of the data generation algorithm, a typical output is shown as Appendix E.

Data Generation Limitations

For the purposes of data generation the following assumptions were made:

- a. there were five work centers and one depot;
- b. there were four aircraft types, and 20 different aircraft of each type;
- c. no work center or depot worked on more than one aircraft each day;
- d. there were only ten "work unit" codes, five "when discovered" codes, five types of indirect labor, ten "how malfunctioned" codes, and five different types of quality control inspections; and
- e. a maximum of seven people worked on any crew.

None of these assumptions is considered to represent a sizeable constraint on the effectiveness of the data generated although perhaps there is cause for discussion as to whether one plane per shop/depot is realistic. In fact, this problem could have been alleviated but only at some great modification of the algorithm; in the light of time priorities it was decided that better utilization could be made of this scarce resource if allocated towards refinement of the model. However, despite this one limitation, we believe that the data generation represents sufficient variety to validate the model in preparation for the later tests with real data.

Anatomy of the Model

The previous section of this chapter dealt with the development of the data generation algorithm, which in

turn led to a detailed explanation of the format of the input to the model; further discussion of the format is not considered warranted. This section of the chapter will involve a discussion of the model itself, concentrating on how the input is manipulated to achieve the reports shown in Chapter II. Then the discussion will concentrate on the development of the MDCS, through further explanation of the subroutines involved. Figure 24 shows the model with the major elements highlighted. (Listings of all other routines are shown at Appendix N.) For edification, examples of each of the output reports are shown as appendices as follows:

a. Quality Control Output per Type of Inspection--
Appendix F;

b. Quality Control Output per Work Unit Code--
Appendix G;

c. Number of Failures per Work Unit Code--
Appendix H;

d. Number of Aborts per Work Unit Code--Appendix I;
e. Manhours Expended per Work Unit Code--

Appendix J;

f. Failure Rate Summary per Work Unit Code--
Appendix K;

g. Production Summary--Appendix L; and
h. Manhour Accounting Summary per Work Center--
Appendix M.

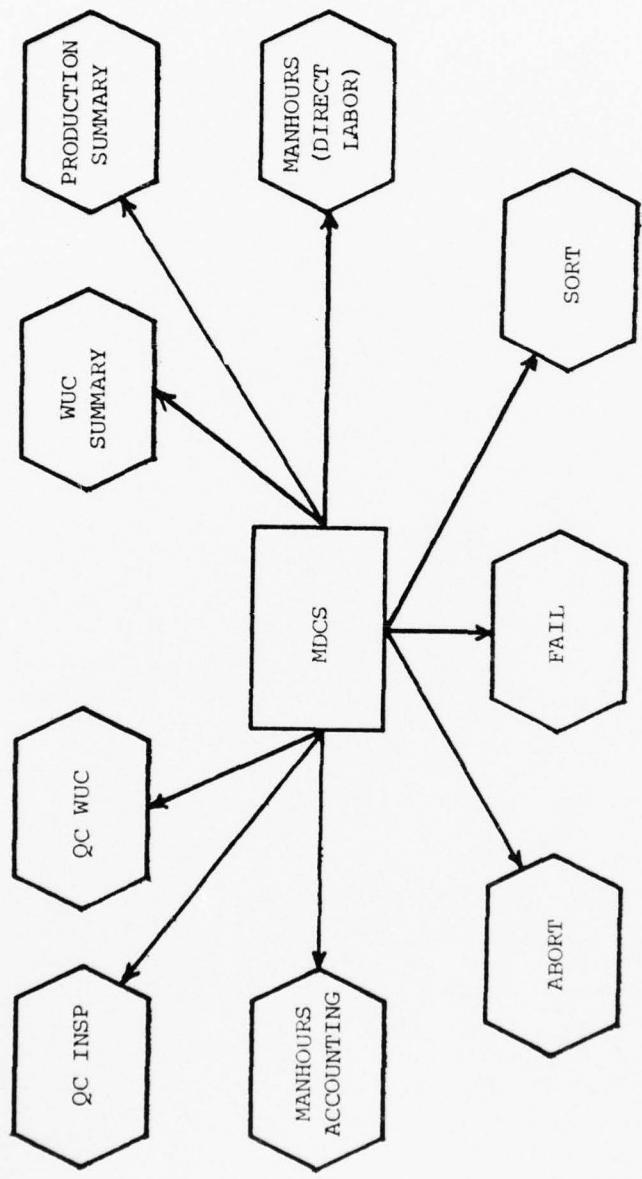


Figure 24. The MDCS Model--Major Routines

Each of the major routines involved in the output of these reports will now be discussed.

Main Program

Any cards may be input at any one time; that is, there is no requirement that the input be presorted to groups of AF forms 349, production delete cards, or quality control inputs. However, the model does require that the input be batched into julian date sequence--this requirement is necessitated by the need to initiate report procedures at the end of each month; this initiation is dependent upon the julian date appearing on the input.

Initial Sort Routine

The first routine observes the julian date to ensure that a monthly report is not required (refer to Figure 25 for the flowchart). The routine then sorts the input into six files:

- a. summary delete cards,
- b. manhour accounting inputs,
- c. depot production control accounting,
- d. mission aborts,
- e. equipment failures, or
- f. quality control cards.

Quality Control by Inspection Type Routine

The quality control inspection routine sorts through the quality control input cards to isolate unique

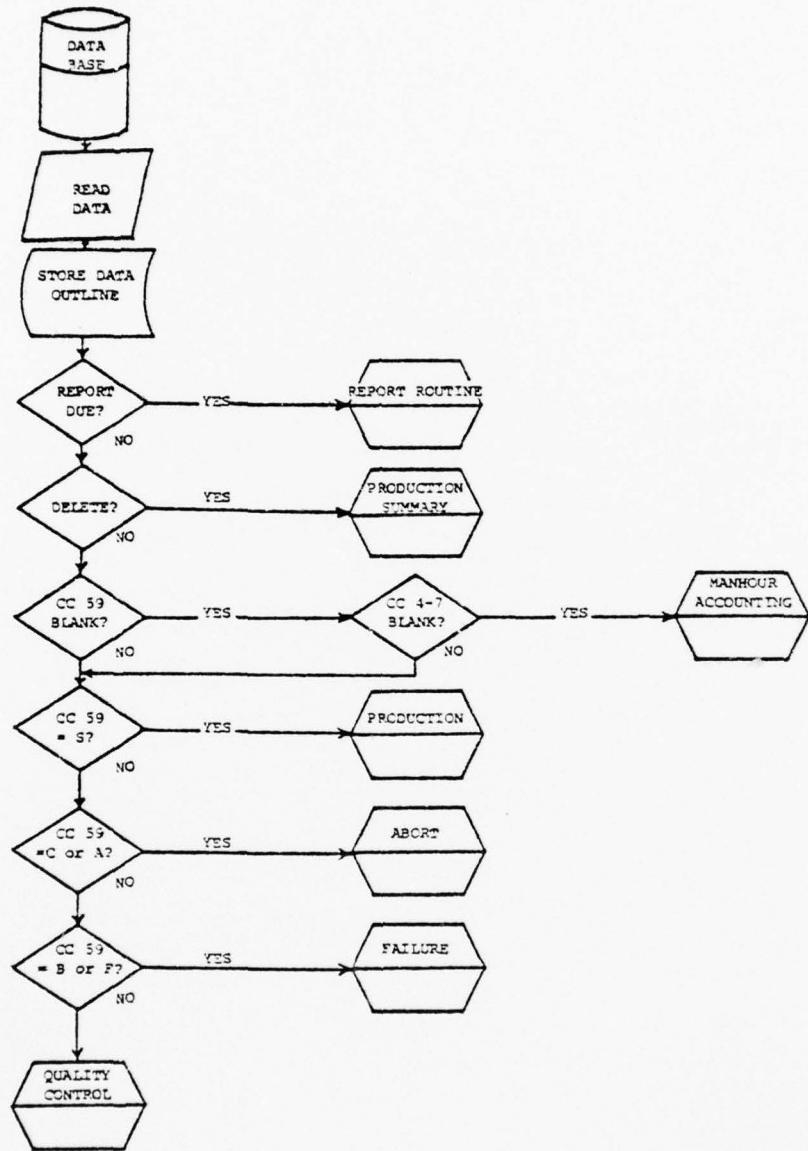


Figure 15. Initial Sort Routine

types of inspection. Then, for each type of inspection (there are five types generated by the data creation algorithm) the model keeps a cumulative total of the number of occurrences of such an inspection, together with a progressive total of the number of discrepancies recorded on each of these quality control inspections. This data is recorded in two counters:

- a. one counter for the current month, and
- b. another counter for the last three months.

The latter counter is used for purposes of comparison and to establish the limits on the graph of Quality Control Output per Inspection Type. This process is then repeated for each type of inspection and the resultant graphs and tables are produced in accordance with the flowchart depicted at Figure 26.

Quality Control by Work Unit
Code Routine

This quality control routine then sorts the quality control file according to each work unit code within julian day limits. The objective of this output is to show in tabular form the number of discrepancies isolated for each of the work unit codes. This report is also output monthly, according to the logic flowchart shown at Figure 27.

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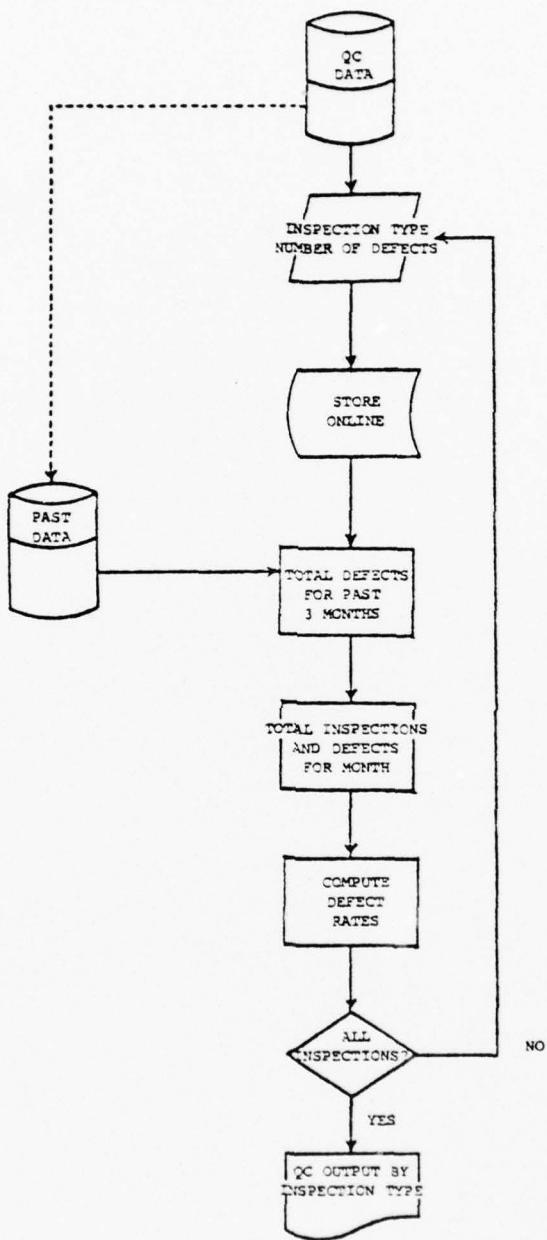


Figure 26. Quality Control by Inspection Type Routine

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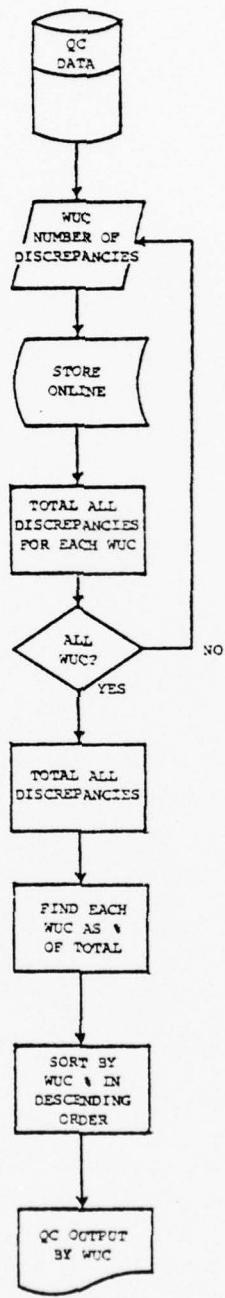


Figure 27. Quality Control Output by WUC Routine

Failure per WUC Routine

The object of this routine is to sort through the data base for all work centers and the depot to isolate information on all failures to enable compilation of a listing of the total number of failures for each work unit code. The total number of failures will determine the ranking assigned to each work unit code (WUC). The output is in descending order of occurrence. The flowchart is shown at Figure 28.

Abort per WUC Routine

This output is in much the same format as that of the equipment failure routine: the abort data base is read and mission aborts are sorted to each work unit code. The routine totals the number of aborts for each work unit code, sorts the WUCs according to total number of aborts for each code, then outputs the codes in descending order; refer to Figure 29 for the relevant flowchart.

Manhours Expended per WUC Routine

The manhours report is a composite listing of all direct manhours expended for each work unit code. This information is obtained from all AF form 349 data files which were raised in respect of failures, mission aborts, or depot level maintenance. The routine sorts the total manhours for each WUC and outputs them in descending order. The applicable flowchart is shown as Figure 30.

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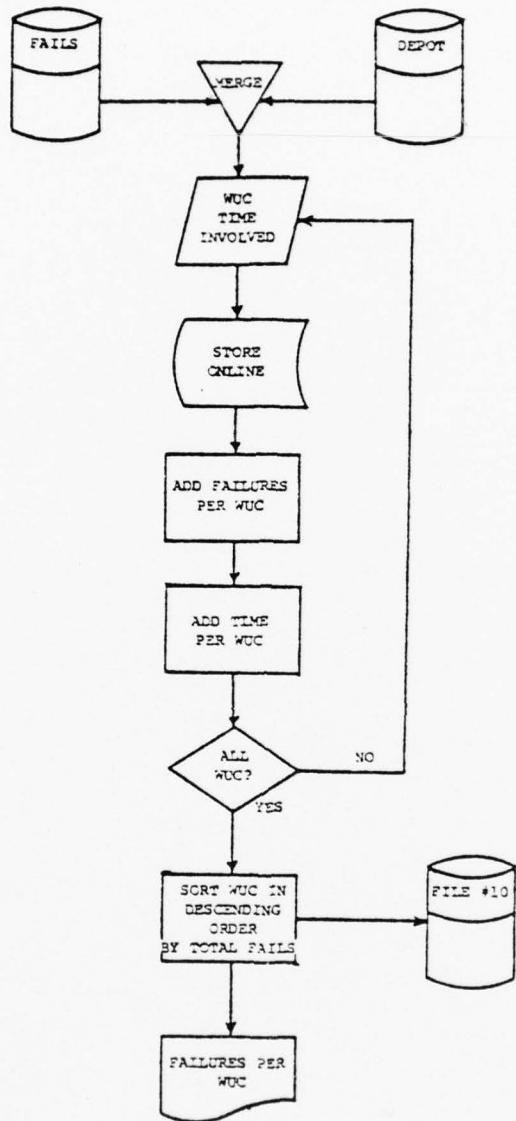


Figure 28. Failure Per WUC Routine

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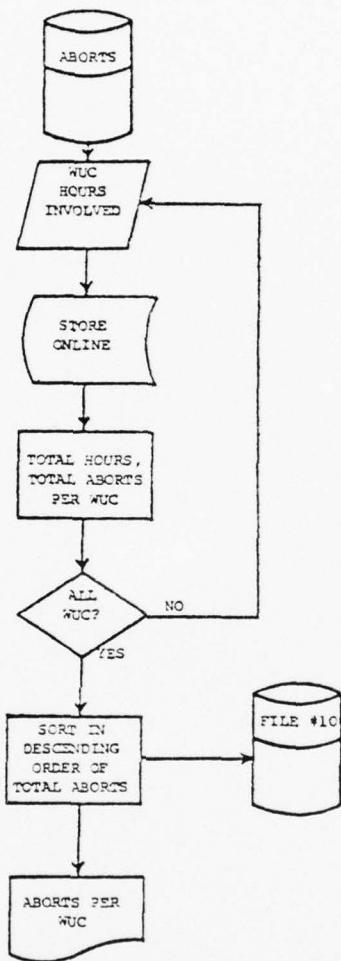


Figure 29. Aborts Per WUC Routine

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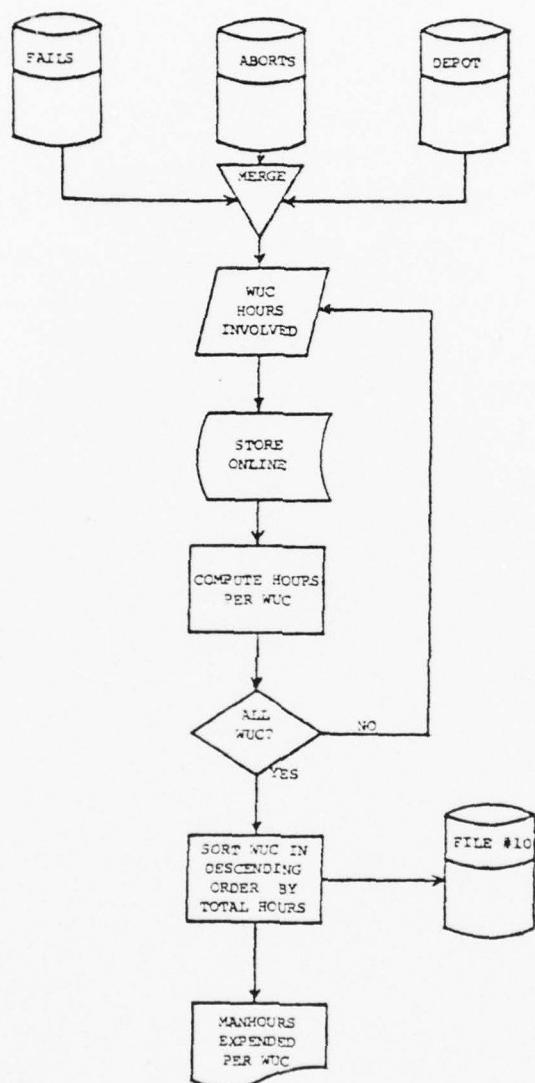


Figure 30. Manhours Expended Per WUC Routine

Failure Rate Summary Routine

The objective of this report is to output the number of failures, mission aborts, and manhours expended on the maintenance function for each work unit code; in effect, this report summarizes the outputs of the previous three reports but also accesses the previous months data for purposes of comparison and outputs the two sets of data for each code. The flowchart of this procedure is shown as Figure 31.

Production Summary Routine

The aim of this routine is to output a quarterly report showing the hours worked on each aircraft in the depot facility. The total hours worked are checked against the total hours authorized and discrepancies are highlighted. The applicable flowchart is shown as Figure 32.

Manpower Accounting Summary Routine

The final output is a summary of the manpower utilization per month for each work center under three headings: "direct labor," "indirect labor," and "other." The routine follows the logic of the flowchart shown at Figure 33 and shows the cost of each of the three manhour elements isolated. The output also shows the number of men assigned to each work center in comparison to the number of men authorized and computes a percent manned.

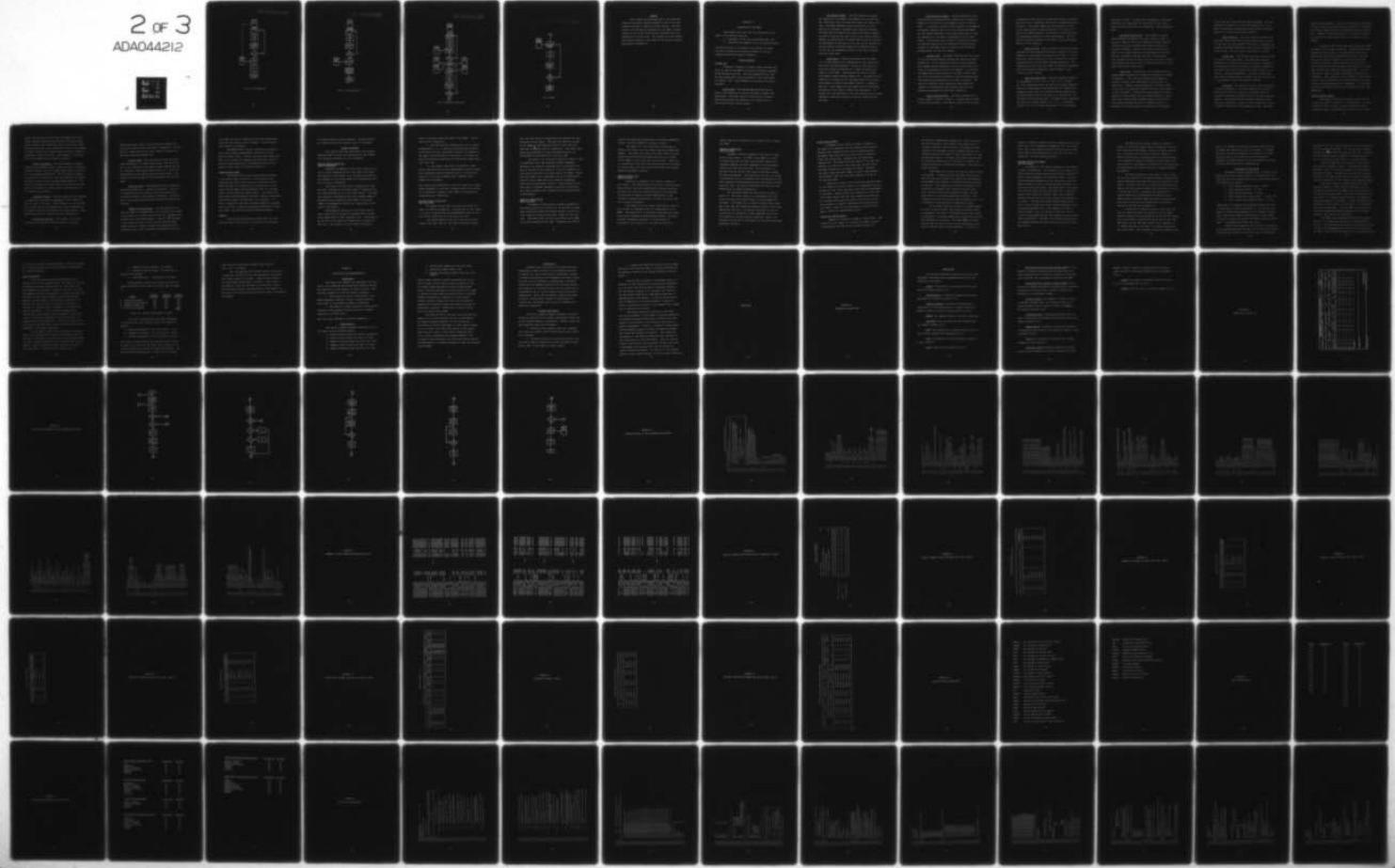
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A REQUIREMENTS STUDY FOR AN AUTOMATED MAINTENANCE DATA COLLECTI--ETC(U)
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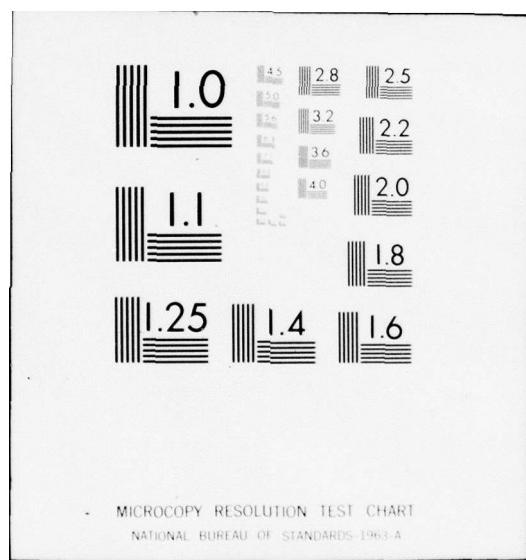
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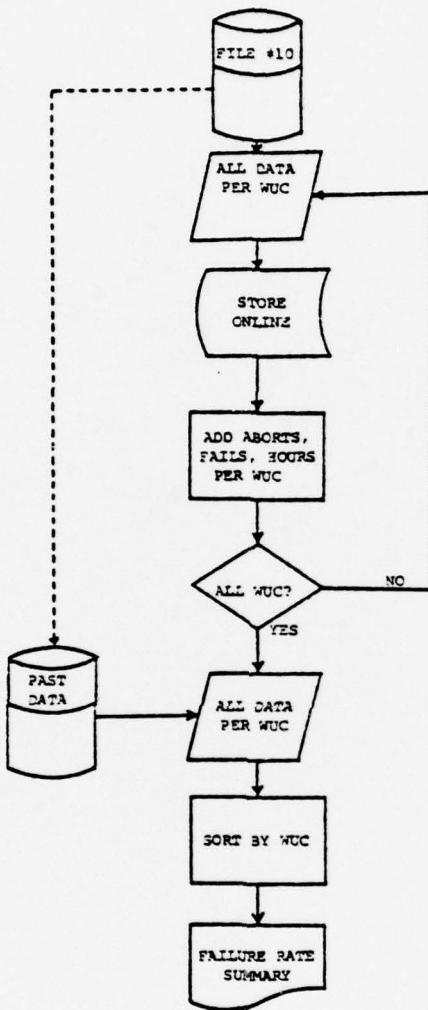


Figure 31. Failure Rate Summary Routine

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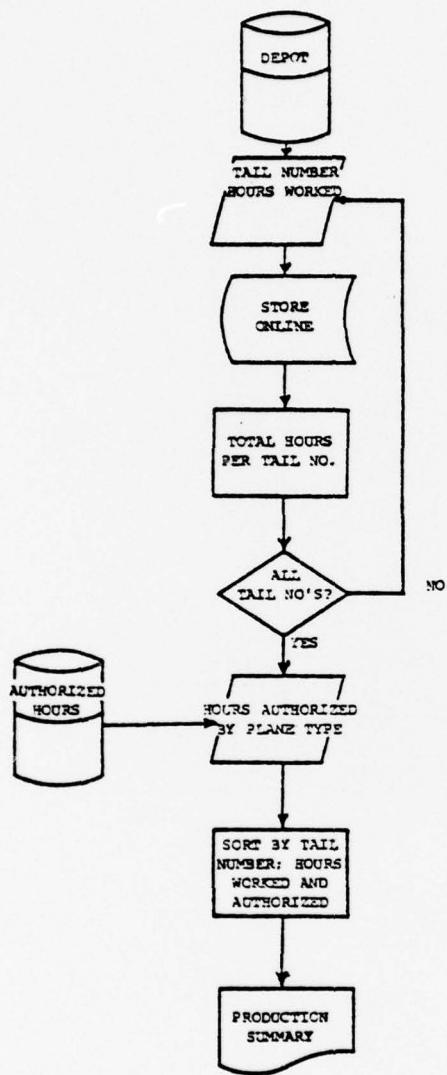


Figure 32. Production Summary Routine

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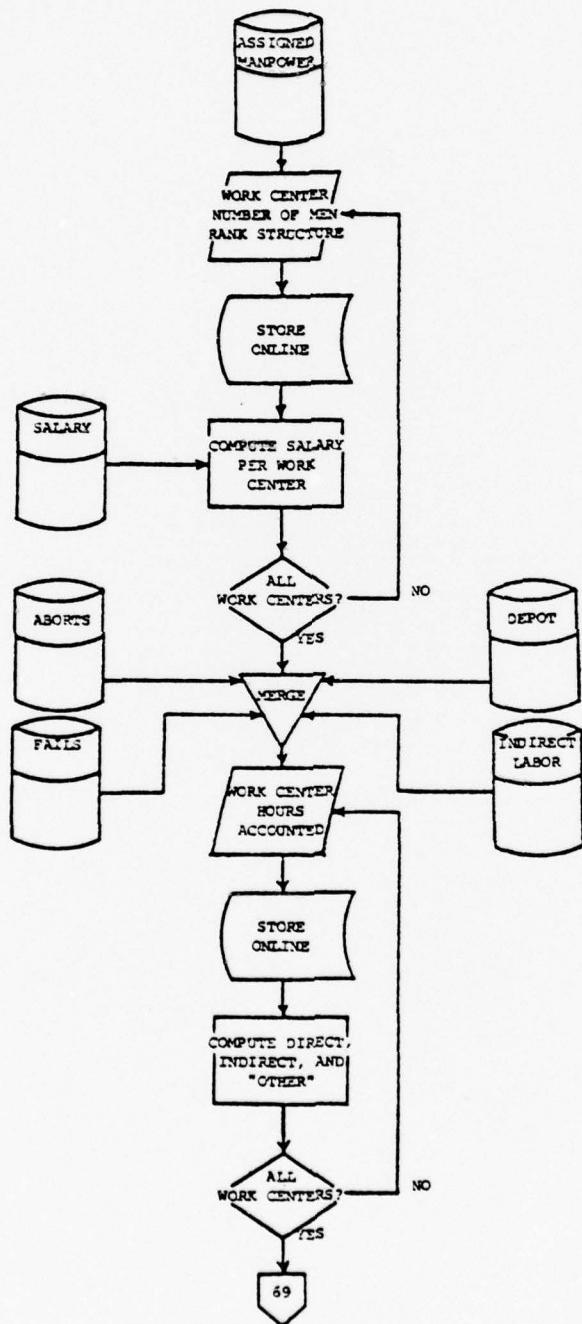


Figure 13. Manpower Accounting Summary Routine

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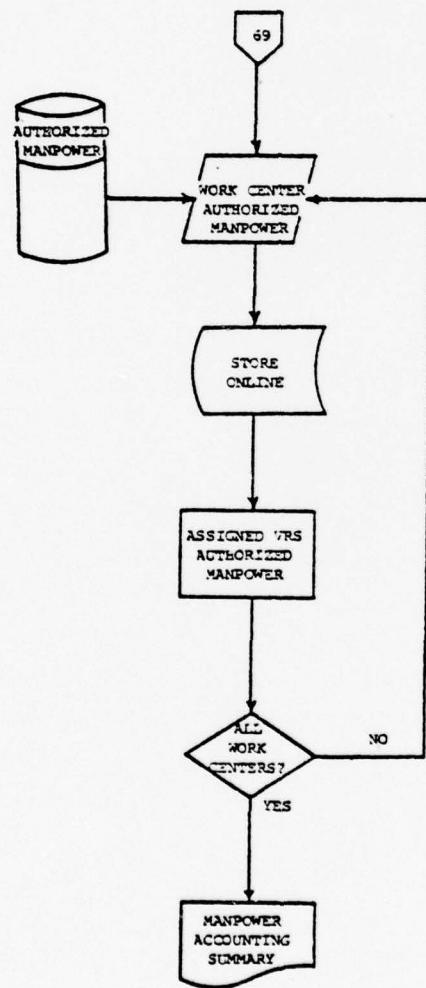


Figure 13--Continued

Summary

This chapter has developed each of the important facets of the model, showing elements of each of the subroutines utilized to obtain the final outputs. The next chapter will develop the validation of the model, concentrating on use of the "artificially" generated data as a substitute for actual data. The chapter will also discuss the outputs obtained in the light of the original requirements shown at Chapter II.

CHAPTER IV

VALIDATION OF THE MODEL

This chapter will deal with the validation of the model as two distinct sections:

- a. validation of the use of generated data; and
- b. validation and examination of the system outputs.

The third section of the chapter will analyze the times involved to produce the requisite outputs to test the research objectives posited in Chapter I.

Data Validation

AF Form 349

Reference to Appendix B shows a copy of AF form 349 which is used by the ROKAF to account for manhours expended on maintenance functions. The data recorded on this form has been generated by the data program in the format shown at Figures 6 and 7; each element of this input will now be examined.

Julian Date. The program generated one year of data so the capability to utilize 366 days of outputs has been tested. The model uses the julian date to initiate reports due monthly and quarterly; this aspect will be fully tested later in this chapter.

Job Control Number. The data generated includes the capability to increment a progressive job control number, starting at unity for each work center for each julian date. The ROKAF generates actual AF form 349s in this fashion for purposes of manpower and accounting controls. The model does not require that unique job control numbers be input as they are not used in any of the output reports; however, we believed that the model should have the facility to acknowledge the existence of the job control numbers for running checks on what may appear to be abnormal inputs--in this way the information stored on tape can be checked with the actual data.

Work Center. From data obtained from the ROKAF (22) we have selected five representative work centers for which data has been generated. We had no real data on a depot but created the manning for a depot to enable full testing of the model. This manning was based on Flight Line Support Branch manning figures (22). The model has the capability of outputting the requisite reports for as many work centers as exist in the ROKAF; however, to generate data for a large number of work centers was not considered worthwhile in the light of thesis time constraints. We believe that the selection of five work centers and one depot represents sufficient variety to test the capabilities of the model.

Aircraft Serial Number. The data generation program utilizes an eight-character combination of alphas and numerics to represent the tail number of each of the aircraft. In practice, the use of three numerals is sufficient to uniquely identify each of the F-4s used by the ROKAF, but the program generates a more complicated input to test the capability of the model to manipulate such an input format. The aircraft serial number is required to account for manhours expended on the maintenance function during overhaul at the depot--this is output as the Production Summary Report for each tail number.

Aircraft Type. The ROKAF currently uses four types of F-4--the program generates these four types with equal probability. As was explained earlier, twenty different tail numbers may be generated for each aircraft type for a total of 80 different aircraft tail numbers. In actuality, the ROKAF does not have exactly 20 of each aircraft type but the data generated represents a realistic approximation that satisfies the requirements for model validation. The model can recognize seven characters (both alphas and numerics) as representing the aircraft type; the data generation program fully tests this capability.

Engine Identification. The data generated for an engine number is fixed as "ABC123." Nowhere does the model use the engine number in the reports output so the facility

to generate variety was not incorporated as such a facility would have led to needless difficulties in effecting such an inclusion. The engine number has been allocated a field in the input format to add authenticity to the input, as well as to enable expansion of the model at some later date to incorporate reporting on engine maintenance. For the reports currently produced by the model, the engine identification is not required.

Work Unit Code. There are only ten work unit codes generated but they represent sufficient variety to test the capability of the model to manipulate this input. In fact, there are a great diversity of work unit codes (27) but to incorporate more than ten adds unneeded complexity. The nomenclature of the work unit codes is stored as a permanent file and accessed as needed for output reports to add clarity to those reports.

When Discovered Code. The data generated consists of the alphas "A," "B," "C," "F," and "S," or a blank. The "when discovered code" can take on any alpha, dependent upon the circumstances of the occurrence of a malfunction; whereas the real world will generate greater variety than the data program; this is not seen as a limitation to the realism of the artificial data. The model merely recognizes the input as a mission abort ("A" or "C"), an equipment failure ("B" or "F"), depot maintenance ("S"), or manhour

accounting (blank). At some later development of the model there may be a requirement for definition of more input types and this need can be met through the "when discovered code."

How Malfunctioned Code. This element is represented through the generation of ten different codes; in practice, there are up to one thousand different codes but we believe that ten represents sufficient complexity to validate the model. Besides, the reports output by the model do not require details of the malfunction code--the facility to generate the code has been incorporated to lend authenticity and to ensure that the input data utilized by the model has the facility for later utilization of this input should such a need arise.

Start Hour. The starting time is generated from a random number according to a specific distribution as shown in Appendix O. The times and probabilities chosen are entirely arbitrary and based solely on the authors' own experience. However, this distribution of starting times is not seen as a limitation because the data is used merely to test the model. It would have been possible to write a program to generate data for each person employed in each work center (and thereby eliminate possible start/finish time inconsistencies) but such a schedule would have resulted in an added authenticity which was not required

at the time cost that would have been necessary. The data generated is sufficient to test the capabilities of the model to manipulate hours worked on particular maintenance functions, as shown by the output reports.

Shift Indicator. The julian date is printed as an indicator that a work crew has been employed for a period of time that includes midnight--this input is necessary for manpower accounting purposes to enable correct recording of hours worked. This is an exact duplication of reality.

Finish Hour. The remarks made under the start hour are equally applicable here: the times were generated according to an arbitrary distribution shown at Appendix O. To lend authenticity to the data so generated, minutes for both start and finish time have also been included in the form of a uniform distribution. The model incorporates this data for manipulation of manhour data and the facility to use minutes in that data has been verified.

Crew Size. The crew size is also used for purposes of manhour accounting. The data generated will produce a crew size of from one to seven in accordance with an arbitrary distribution contained within the data generation program. The AF form 349 only permits recording of one digit of information on crew size which effectively places a maximum limitation of nine persons per task. The model

reflects this limitation. This is in consonance with reality in which a crew size usually does not exceed five; certainly in reviewing sample data from the ROKAF this was the situation. However, future modification of the model would permit the use of larger crew sizes up to a maximum of nine persons.

A sample of 200 AF form 349s has been received from the ROKAF to aid in data validation. These forms have been examined by the authors and no discrepancies were found between the type of data generated artificially and that actual data, with an exception in that the actual data incorporated greater variety than the artificial data. This limitation has been discussed above; suffice it to add that the real data verifies the generated data. The real data has not been run against the program because it is incomplete: these forms are from a variety of work centers and for various times and do not show sufficient time consistency for system validation. Therefore, it was decided to utilize the artificial data as a surrogate for the real ROKAF data.

Quality Control Inputs

The format of the quality control inputs has previously been shown as Figure 4; to recapitulate: the quality control input is used to record the number of discrepancies found on inspections of aircraft. Very little

actual data has been received from the ROKAF which would enable complete validation of the data artificially generated; however, the information used is according to ROKAF examples--the actual input format was devised by the authors to enable output of the Quality Control Outputs by Type of Inspection and Work Unit Code. Each element of the input will now be examined for validation purposes.

Type of Inspection. The data generation program produces five different types of quality control inspection. A greater number would be a closer approximation to reality but is considered unwarranted. The five types of inspections used are sufficient to test the capacity of the model to handle variety, without causing added complexity. The model will manipulate as much variety as exists in the real world so the use of only five types in the generation is not viewed as a limitation.

Inspection Number. The data generated also includes the capacity for sequential numbering of each inspection type for each julian date. This capability is not utilized by the model but may be necessary for later development of the model to output a proliferation of other reports. This characteristic is not required but adds authenticity.

Julian Date and Year. This element is used for initiation of the Quality Control Reports, as well as

enabling storage of data in data files for production of the Quality Control Output per Type of Inspection. No validation is required for this input, except to ensure that days were generated sequentially.

Aircraft Type. The four aircraft types are generated according to a uniform distribution; this data element is not required in the current output reports but may be a requisite under later modifications (e.g., output of discrepancies on QC inspections per aircraft type). Currently this field serves to lend authenticity to the data input.

Work Unit Code. Ten different work unit codes are generated according to a uniform distribution. Whilst it is recognized that this does not convey the whole gamut of codes available in the working environment, we believe that it does represent sufficient diversity for model verification.

Number of Discrepancies. The data generated will show the number of discrepancies as a two-digit field based on the output of a Poisson distribution with a lambda value specified by uniform distribution. There is no requirement to have realistic data in this field because the model merely uses this element to graph the discrepancies per inspection type, and to accumulate discrepancies per work

unit code--all that is required is that the numbers generated are sufficient to test the model. In this respect, this element is validated.

Few ROKAF quality control reports are available at this time to enable comprehensive verification of the quality control input. However, the data input should contain (as a minimum) the elements outlined above, each of which has been individually discussed and verified; the quality control input is therefore realistic.

Summary Delete Cards

The summary delete cards are generated according to the format shown in Figure 5. No Air Force manual describes the form of this card but a requirement exists under the model for information of the departure of aircraft from the depot level maintenance facility to enable output of the Production Summary Report. The delete card facilitates file maintenance functions, thereby eliminating the need for manual (intermittent) file closures. All that is required is that when the depot completes overhauling an aircraft, a delete card should be produced to record this event. No further validation appears necessary.

Summary

From the detailed discussion above the data input has been shown to be realistic, subject to the constraint

of limited variety in some instances. The next section will examine each of the reports output by the model.

Output Validation

This section will deal with each of the reports, examining them in detail and explaining how the information thereupon recorded is to be interpreted.

Quality Control Output per Type of Inspection

Reference to Appendix F will show a sample of the type of output generated by the model under this report. The objective of the output is to illustrate graphically the movement in the average number of discrepancies found for each type of inspection.

The output lists the type of inspection by name and month, followed by the total number of inspections of this type conducted at all of the work centers. The model then computes a discrepancy rate (mean average number of discrepancies per inspection type) based on the total number of discrepancies found on all inspections of that type for that month.

The graphical display is in the normal control chart format with an average (\bar{c}) computed from the past three months data for that inspection type. The output is in the form of one years data commencing at January for each year. This output is in the format required by

Figure 9 and hence meets the needs of the ROKAF. Limitations of this output are:

a. the vertical axis presents data to the nearest graphed point; i.e., it does not graph the exact position of the data, but only its general location with respect to the upper- and lower-control limits and \bar{c} . To obtain the exact rate requires examination of the tabular output above each chart; and

b. the normal chart prints a maximum of twelve months information--as of the commencement of each calendar year information from the previous year is not shown and hence it is not until December that a complete twelve months data is printed.

With these minor limitations in mind the output will enable ROKAF management to take early remedial action should there be an inordinate increase in the number of discrepancies discovered on QC inspections.

Quality Control Output per Work Unit Code

An example of the type of output given under this report is shown at Appendix G. The objective of this report is to list in tabular form the discrepancies found on quality control inspections for each work unit code.

The report shows all work unit codes for which QC reports have been input for the month--the model accesses

work unit code file for nomenclatures to increase the meaningfulness of the output. The work unit codes are sorted by the number of discrepancies found for that work unit code over all quality control inspections. The output also shows that percentage of total discrepancies which are attributable to that particular work unit code.

The output is in the format defined at Figure 11 and is therefore of the type required by ROKAF management. Therefore, the output is validated and no limitations are seen in the use of this report as it has the capability to sort and list all work unit codes used by the ROKAF. Therefore this report will be suitable for use in highlighting those work unit codes which are causing an inordinate strain on the maintenance function. This highlighting can then lead to increased managerial attention to that work unit code to discover the reasons for the increased burden of maintenance.

Number of Failures per
Work Unit Code

An example of this report is shown as Appendix H. The objective here is to correct all of the data on direct labor accounting (except for mission aborts) to show the total number of failures that occur, listed by work unit code. The report ranks the work unit codes by the number of failures associated with each. Alongside each code is

printed the applicable nomenclature to increase readability.

Finally, the total number of failures is shown.

The report is in the form shown as necessary by Figure 13 and hence is of the format required by ROKAF management. The report will output work unit codes for which failures occurred during the month and there is no limit on the number of such codes that can be output. There are no limitations on the use of this output which will be used to isolate those work unit codes which define the greatest number of equipment failures.

Number of Aborts per
Work Unit Code

Reference to Appendix I will show an example of this report. The report shows all work unit codes for which mission aborts have been reported over the previous month. The work unit codes are ranked according to the frequency of occurrence of aborts; the WUC nomenclature is also included to enhance presentation, and then the actual number of aborts is recorded.

This report is in the format specified by Figure 15 and is hence in consonance with the requirements of the ROKAF. The objective is to delineate those work unit codes which define equipments causing mission aborts, and hence constrain equipment readiness. No limitations are envisaged on this output as it includes the ability to

output (and rank) as many work unit codes as are in use by the ROKAF.

Manhours Expended per
Work Unit Base

Appendix J shows an example of the type of output given by this report. In effect, this report is issued in conjunction with the last two previously described--the model computes the hours expended on the maintenance function for each work unit code. This information is collated from the AF form 349s input as failures, aborts, and depot maintenance. The model sorts the work unit codes in descending order in accordance with the magnitude of the hours expended on maintenance functions associated with that work unit code. The report also prints the work unit code nomenclature to enhance readability.

The requisite format for this report is shown as Figure 17. The actual output is in accordance with this figure and hence the output fulfills the requirements of the ROKAF. The report will be used to isolate those equipment items that are causing the greatest burden to the total maintenance function. In this way management is able to concentrate its attention on those components which indicate excessive time for failure corrections; there is no limitation to the use of this report for the above-mentioned management function.

Failure Rate Summary

An example of this report is shown as Appendix K. The report is a compilation of the previous three reports, together with comparative data from the previous month. The report shows each work unit code listed in numerical order (for convenience), together with the applicable nomenclature. The report shows the number of failures (and ranking) for each WUC for the current and the past month; the same information is recorded for aborts. Likewise, the report shows the total number of direct labor manhours (and rankings) used over the month compared to those of the previous month.

Reference to Figure 19 will show the required format of this report; the actual format is in compliance with the dictates of this figure and hence will meet the requirements of the ROKAF. Besides acting as a compilation of the previous three reports, the fact that comparative statistics are available means that the report can be used to indicate movements in relative importance of particular work unit codes. There are no limitations to the use of this report (within the requirements stated).

Production Summary Report

Appendix L contains an example of this report. The objective of the report is to output the number of hours of maintenance utilized by each aircraft during the

performance of depot-level maintenance. Once an aircraft has left the depot a final manhour utilization entry is recorded; otherwise, each aircraft in the depot is shown together with the number of hours already consumed and a comparison against the number of hours authorized for that maintenance function. The report also shows whether there are authorized manhours still available, or whether the authorized limit has already been exceeded. This report is output quarterly.

From Figure 21 a copy of the required output format is available. A comparison with the output obtained will show that the actual output will satisfy the requirements of the ROKAF--the necessary information has been presented as required. This report will be used to determine which aircraft have exceeded their authorized manhour usage, those likely to exceed their authorized usage, leaving those which do not require managerial attention. This information can then be used for depot scheduling or to aid in managerial investigations of maintenance delays.

As the model currently operates, a standard number of hours for each aircraft type overhaul has been listed on a permanent file which is accessed each time the report is generated. A possible complication exists which has not been addressed by the model. The input method utilized from AF form 349 does not allow for the reporting of the type of overhaul that is being conducted. If there is a

variety of types of overhaul that are conducted on each aircraft type (a not unrealistic assumption) then this factor would need to be reported on the AF form 349 and the model would require some modification in the light of this circumstance. No other limitations exist.

Manpower Accounting Summary
per Work Center

An example of the output generated as this report is shown as Appendix M. The objective of the report is to divide labor into three elements and provide a costing for each of these components for each work center. From the assigned manning permanent file for each work center the model accesses the total assigned manhours available for each work center each month. The model works on the basis that each man works 176 hours per month (22). The model totals direct labor and indirect labor, the difference between this sum and total hours available is referred to as "other." The costs are found through computing the total salary for each work center through interaction with the salary permanent file. Each component of labor is then allocated a cost in relation to the total cost in a direct relationship between that component and the total labor availability. The model also shows the authorized and assigned manning, and the percentage manning for each work center.

The format of the output required is shown as Figure 23; the actual output report includes all those elements required by the ROKAF in respect to manhour accounting. The report will be used to highlight those work centers which have an inordinate amount of nondirect labor in an endeavor to raise the element of direct labor which would result in an increase in productivity; the report will also show which work centers most need increased manpower assignments.

The major limitation to the model is that it does not have the capability of computing manhour costs when the assigned Manning varies over the period of the month of the report. The same limitation is evident for the authorized Manning but this varies so rarely that this does not act as a constraining factor. The model can be modified to require reporting of assigned Manning whenever such a change occurs, and hence computing costs on a daily basis. This facility has not been incorporated in the model because of limited time availability.

Another minor limitation exists--the AF form 349 does not record the grade and seniority of the person/persons assigned the task covered by the AF form 349; hence, there is no means to defining the exact cost of each task. The method by which the model handles this constraint is to compute costings on the basis of averaged salaries for each work center. The resultant costings are therefore not

exact, but represent sufficiently accurate approximations to enable this report to be used as intended. To record the exact cost would necessitate the inclusion of grade/seniority data on the AF Form 349 and the resultant increase in decimal accuracy is not considered to be worth the extra data required for implementation.

Validation of the System

Information has been obtained from the ROKAF on the manning of all work centers used for F-4 maintenance (22). From this data five representative work centers were selected with manning as indicated:

- a. K3110 (Repair Reclament Shop) - 24 men;
- b. K3130 (Electrical Shop) - 21 men;
- c. K3160 (Fuel System Shop) - 10 men;
- d. K4110 (Flight Line Support Shop) - 43 men; and
- e. K4230 (Electrical Navigation Shop) - 10 men.

(The details of authorized and assigned manpower for each of these shops is shown at Appendix P.) In the case of a depot no figures were presented--it was decided to assume that a depot would require approximately the same number of men as a flight line branch (for which figures are available). A representative figure was 71 men.

From the data supplied there are 1053 men assigned to the whole maintenance function; as the above work centers and depot total 179 men, we have made the not unrealistic

assumption that they would be responsible for 17 percent of all work generated each day. Now, we know that the maintenance system generates 600 cards per day (22); therefore, our work centers would be expected to generate approximately 17 percent of these cards, or 100 cards per day.

From the ROKAF data, salaries were available for each rank and increment thereto. This data was stored in permanent files for access in generation of the Manpower Accounting Summary. The assigned and authorized manning for each of the work centers was also stored in permanent files for interaction in the output of the Manpower Report.

The actual number of hours worked by each man is obviously subject to some variation each month but the information provided by the ROKAF indicates an average of 176 hours per man per month. This figure is based on a 44 hour week with 4 complete weeks per month, the remaining time being taken up in holidays. In fact, we question the exactness of this figure of 176 but take it at face value under the circumstances. Once the MDCS is put into practice by the ROKAF some deeper examination of the hours available each month may be warranted.

The ROKAF data indicated that there were approximately 138 QC inspections per month, or approximately 5 per day. The data generation program was therefore altered to ensure that approximately 96 percent of all items output were in the AF form 349 format, with the remainder being

in the quality control inspection format. This whole system of 105 cards per day was run for two years to obtain data for system validation.

System Production

With the algorithm producing approximately 105 cards per day for two complete years, the model was utilized to produce the required reports and the times taken for each segment were totalled. Because of the fact that data was generated through the computer, no definitive times were available for data input through the card punch medium. However, as some sample AF form 349s were available, the authors were able to punch up 50 cards in less than an average of 30 seconds each (an average of 24 seconds per card for 50 cards). It was therefore reasoned that a trained card punch operator would experience little difficulty in achieving a comparable rate of one card per 30 seconds over an extended period. (We believe this to be a much slower time that would actually be achieved but wish to consider a "worst case" situation.)

On the basis of card punch operations as outlined above, the time required to punch up 105 cards per day for one year is 320 hours, or 26 hours and 30 minutes per month. The actual computer manipulation for one years data was 18 minutes, plus 20 minutes for output printing (on a GE 115 PRT 100 printer). This means total system time is:

- a. computer time per months: 3.2 minutes;
- b. card punch time for month: 26 hours and 30 minutes; and therefore
- c. total MDCS time: 26 hours and 33 minutes.

Data provided on the current system has been provided from the TCG at Hill AFB (21) and is shown as Figure 34.

<u>Report</u>	<u>Direct Manpower</u>	<u>Indirect Manpower</u>	<u>Total (Monthly)</u>
a. Production Summary	140	285	425
b. Quality Control Outputs	140	265	405
c. Manpower Accounting	160	360	520
d. AF Form 349 Reports	375	589	964
			<u>2314</u>

Figure 34. Manual Output Times in Hours

Now, the data manipulated each month represents 17 percent of the total time for each of the following reports:

- a. Production Summary-- 17% of 425 hours = 72.25
- b. Manpower Accounting-- 17% of 520 hours = 88.40
- c. AF Form 349 Reports-- 17% of 964 hours = 163.88

This totals to approximately 325 hours for manual output. In addition to this time, the model also utilizes all QC input each month and outputs all applicable reports. This would take 405 hours manually. Hence, the total manual

time required to duplicate the MDCS output would be
(405 + 325 =) 730 hours.

The time computed for the MDCS was 26.5 hours which is less than 4 percent of the time required for the equivalent manual system of 730 hours. Based on the criterion for significance established in Chapter I, this figure is considered to show that the MDCS is significantly faster than the manual system, and examination of all reports output over the two-year period show that the model is operating as expected.

CHAPTER V

CONCLUSIONS AND RECOMMENDATIONS

Conclusions

This thesis has examined the development and validation of an automated Maintenance Data Collection System for utilization by the Republic of Korea Air Force. The resultant system will serve two specific purposes:

1. This system will give a strong basis to the ROKAF management functions of the F-4 weapon system as they relate to maintenance and manhour accounting.
2. The MDCS will enable the ROKAF to make specific estimates of the needed logistical spare parts support required on an annual basis.

The final model developed is listed as Appendix Q.

Applicability

The previous chapter validated the model's use in the output of the following reports:

- a. Quality Control report per Type of Inspection;
- b. Quality Control report per Work Unit Code;
- c. Number of Failures report per Work Unit Code;
- d. Number of Aborts report per Work Unit Code;
- e. Manhours Expended report per Work Unit Code;

- f. Failure Rate Summary per Work Unit Code;
- g. Production Summary Report; and
- h. Manpower Accounting Summary report per Work Center.

Each of these reports is equally applicable for use by other countries which receive security support for the F-4 weapon system through the Technical Coordinating Group. The only requirement is that countries will need to collect and input their maintenance data in the same formats as presented in Chapter II of this thesis. Further, this will require the use of AF form 349 and appropriate AF Technical Orders and Manuals relating to maintenance functions. Additionally, Quality Control data will need to be recorded.

The model points out the fact that there does not appear to be a need to confine the use of this MDCS to F-4 weapon systems management, as the routines and algorithms are equally applicable to other weapon systems. As in all actual real world applications of any system, there will be a need to alter certain permanent files (e.g., salary, authorized and assigned manpower, etc.) to reflect local conditions, but this task simply requires the employment of a systems programmer to make the necessary system changes.

Limitations

Although the limitations to this model have been highlighted as they occurred in the validation outlined in Chapter III, one is particularly troublesome: changes in manning authorizations or assignments that occur during the month are not reflected in computations of manpower costs until the permanent manpower file has been updated. The limitation to the effective use of this system can be eliminated by use of a daily manning input and resultant computations, rather than the monthly computations which now exist; unfortunately, because of the pressure of limited time, the authors were not able to develop this capability themselves.

Further Development

As with all computer models developed, this MDCS leaves the possibility for further development limited only by the systems designer's imagination. However, there are some suggested areas for development.

1. Develop a daily manning input and a computation routine to enable a more refined manning cost figure to be produced.

2. Develop a routine to sort quality control data not only by type of inspection but also by Mission Design Series (MDS) of each specific weapon system.

3. Develop the capability to break down the depot maintenance activities by types of overhaul performed and the manhours devoted to each type of overhaul by weapon system.

From the data available to this model there is a plethora of other reports that could have been produced-- it is in this field that we need to exercise restraint. The idea behind a report is to attenuate the variety of the real world situation to a meaningful scope that is comprehensible to the manager. To add to the proliferation of demands for an increased number of reports is often to increase the variety of the existent data, rather than to decrease that variety.

The reports generated currently by this MDCS meet the requirements of the ROKAF for advanced knowledge of possible equipment malfunctions to enable these components to be included in the following years Special Support Arrangement. Further, it creates a unique weapon system management system to reduce maintenance problems and inefficient manpower utilization. This thesis and development of the resultant MDCS have been confined to the satisfaction of this requirement. Once new requirements are definitized, and we express no doubt that such a requirement will be perceived, then the model will require further development. We leave it to the capable hands of future system analysts to fulfill these perceptions.

APPENDICES

APPENDIX A
GLOSSARY OF DEFINITIONS

Definitions

The following glossary of definitions will be used throughout the thesis and is presented here for the convenience of the reader.

Access--"the ability to retrieve data from a computerized storage media [7:2]."

Characteristic--"a specific capability or feature possessed by a retrieval system [7:2]."

Computer program--"A series of instructions or statements in a form acceptable to a computer [and] prepared in order to achieve a certain result [30:C-9]."

CREATE--the computer facility utilized at AFIT SLG.

Data base--"the collection of data stored within the computer system [7:2]."

Edit--"the capability to diagnose syntax errors in the retrieval system input parameters [7:2]."

File--"A collection of related records treated as a unit [30:F-2]."

Input--"data to be processed [30:I-4]."

Maintenance Data Collection System (MDCS)--a combination of computer programs aimed at manipulation of input maintenance data to enable an expansion of the data base to provide that information required by the MDRS.

Maintenance Data Retrieval System (MDRS)--a combination of computer programs to provide access to specific information in the data base, and then to output that information in a meaningful format.

On-line inquiry--"an immediate (normally a matter of seconds) response given to a question asked over a remote keyboard terminal, which is hooked up on-line to the central processor [7:8]."

Processing logic--"those predetermined series of steps in which data are internally manipulated within the computer system [7:2]."

Random sample--"a sample in which each element of the population has an equal and independent chance of being included [13:337]."

Record--"a collection of related items of data, treated as a unit [30:R-2]."

Retrieval system--computer programs or routines which have the capability to extract specified data from

computer storage, reformat or manipulate this data and output the data in the format specified by the requestor (25:1).

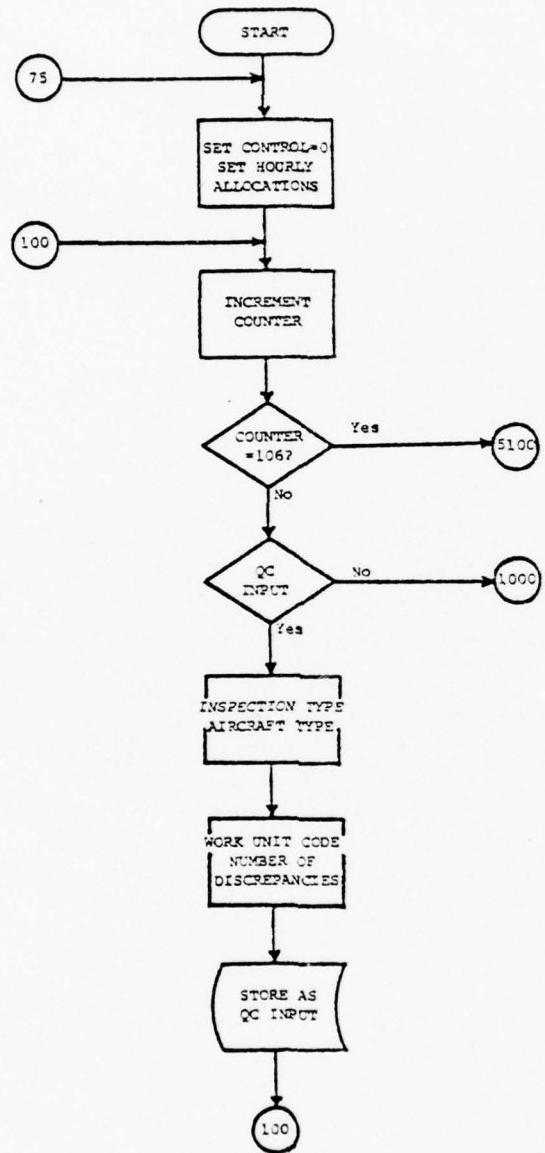
Sample--"any subset of elements from the universe or one of its populations [13:327]."

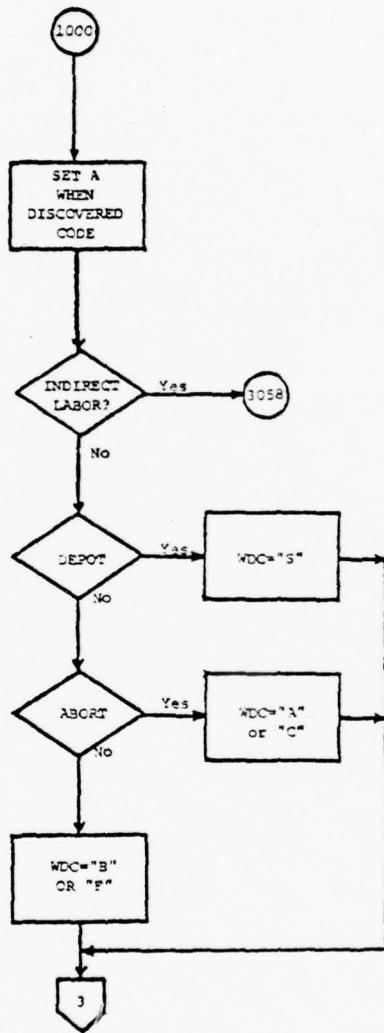
Syntax--rules for using a retrieval system (26:1-2).

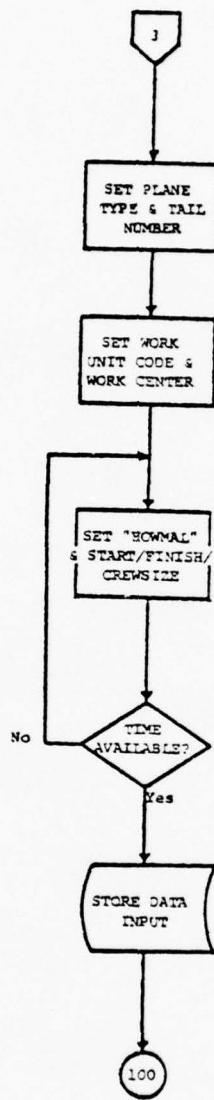
APPENDIX B
SAMPLE COPY AF FORM 349

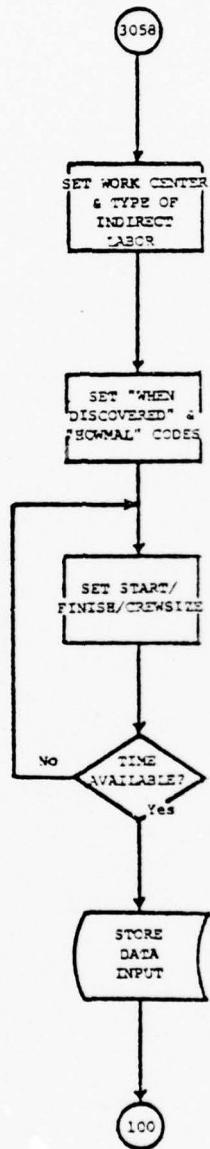
MAINTENANCE DATA COLLECTION RECORD										QMB NO. 21-R0227	
1. JOB CONTROL NO.	2. WORK CENTER	3. I.D. NO./SERIAL NO.	4. MDS	5. EQ/CL	6. TIME	7. PRI	8. SORTIE NO.	9. LOCATION			
10. ENG. TIME	11. ENGINE I.D.	12. INST ENG TIME	13. INST. ENG. I.D.	14.	15.	16.	17. TIME SPC RTO	18. JOB STD.			
19. FSC	20. PART NUMBER	21. SER. NO./OPER. TIME	22. TAG NO.	23. INST. ITEM PRT NO.	24. SERIAL NUMBER	25. OPER. TIME					
A TYPE MAIN	B COMP POS	C WORK UNIT CODE	D ACTION TAKEN	E WHEN DISC	F HOW MAN UNITS	G START HOUR	H STOP DAY	I CREW SIZE	J CAT LAB	K CMD ACT	L SCH
2K/1											
1											
2											
3											
4											
5											
26. DISCREPANCY											
27. CORRECTIVE ACTION											
28. RECORDS ACTION											
AFLC-WPAFB-JAN 75 400											

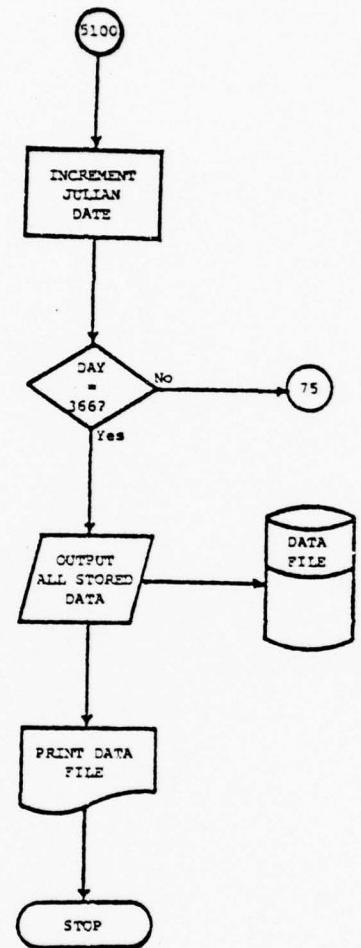
APPENDIX C
HIGH LEVEL FLOWCHART OF DATA GENERATION PROGRAM











APPENDIX D
PROGRAM LISTING OF DATA GENERATION ALGORITHM

DATA GRIP PROGRAM (Macros)

2776 019 IF(X,C1,.9) WHICHD = "99999"
 2780 420 X=WHICHD(-1,0)
 2785 100 IF(X,11,-2) X1 = ?
 2790 100 IF(X,C1,-2,AND,X1,F,-4) A1 = 1.
 2795 100 IF(X,C1,-4,A1D,X1F,-6) A1 = 4.
 2800 100 IF(X,C1,-6,A1D,X1F,-8) A1 = 6.
 2805 100 IF(X,C1,-8,A1D,X1F,-10) A1 = 8.
 2810 100 IF(X,C1,-10,A1D,X1F,-12) A1 = 12.
 2815 100 X=WHICHD(-1,1.)
 2820 100 IF(XC1 = ?
 2825 100 J11 = J11 + 1000
 2830 100 WRITE(11,945)YPING,INSNO,J11,NYB,ACHART,WHICHD,WHISC
 2835 100 ITPBS = ?
 2840 100 ACKA1 = ?
 2845 100 WHICHD = ?
 2850 945 FOUNDAT,X,12,1X,11,12,1X,A7,1X,A5,1X,12)
 2855 100 FOUNDAT,X,12,1X,11,12,1X,A7,1X,A5,1X,12)
 2860 100 J11 = J11 - 1000
 2865 100 GO TO 100
 2870 1000 X=WHICHD(-1,0)
 2875 100 IF(X,11,-2) GO TO 3001
 2880 100 IF(X,C1,-2,AND,X1F,-45) GO TO 1003
 2885 100 IF(X,C1,-45,AND,X1F,-55) WHICHD = "A"
 2890 100 IF(X,C1,-55,AND,X1F,-65) WHICHD = "B"
 2895 100 IF(X,C1,-6,A1D,X1F,-65) WHICHD = "C"
 2900 100 IF(X,C1,-65) WHICHD = "F"
 2905 100 GO TO 1050
 2910 1005 KEROT=KDPOT + 1
 2915 KDPOT=KDPOT
 2920 4000 X=WHICHD(-1,0)
 2925 100 WHICHD = "S"
 3030 1050 IF(FKAT,H,-1) GO TO 2924
 3110 100 IF(J11,F,0) GO TO 1000
 3120 100 IF(FKAT,F,0) H11="HETTER"
 3130 100 WRITE(11,1051)PLANE,TAIL,RCI,PLANFA
 3140 1051 FOUNDAT,X,AC,AD,1X,16,1X,AC)
 3150 1000 FOUNDAT
 3160 1000 FOUNDAT=0.0001
 3165 1000 X=WHICHD(-1,0)
 3170 1000 IF(X,11,-25) PLAU = "LUDWIG"
 3175 1000 IF(X,C1,-25,AND,X1F,-25) PLAU = "FRANZ"
 3180 1000 IF(X,C1,-5,A1D,X1F,-25) PLAU = "FOOT"
 3185 1000 IF(X,C1,-75) PLAU = "HEINRICH"
 3190 1001 X=WHICHD(-1,0)
 3195 1000 IF(X,11,-75) TH = "H."
 3200 1000 IF(X,C1,-75,AND,X1F,-10) TH = "H2"
 3205 1000 IF(X,C1,-10,AND,X1F,-15) TH = "H3"
 3210 1000 IF(X,C1,-15,AND,X1F,-20) TH = "H4"
 3215 1000 IF(X,C1,-20,AND,X1F,-25) TH = "H5"

3.016 *IF (X.G1..>25. AND. X.E1.F..>.90) T4 = "0A"*
 3.016 *IF (X.G1..>.50. AND. X.E1.F..>.35) T4 = "07"*
 3.016 *IF (X.G1..>.35. AND. X.E1.F..>.40) T4 = "0R"*
 3.016 *IF (X.G1..>.10. AND. X.E1.F..>.45) T4 = "09"*
 3.016 *IF (X.G1..>.15. AND. X.E1.F..>.50) T4 = "10"*
 3.016 *IF (X.G1..>.50. AND. X.E1.F..>.55) T4 = "11"*
 3.016 *IF (X.G1..>.55. AND. X.E1.F..>.60) T4 = "12"*
 3.016 *IF (X.G1..>.60. AND. X.E1.F..>.65) T4 = "13"*
 3.016 *IF (X.G1..>.65. AND. X.E1.F..>.70) T4 = "14"*
 3.016 *IF (X.G1..>.70. AND. X.E1.F..>.75) T4 = "15"*
 3.016 *IF (X.G1..>.75. AND. X.E1.F..>.80) T4 = "16"*
 3.016 *IF (X.G1..>.80. AND. X.E1.F..>.85) T4 = "17"*
 3.016 *IF (X.G1..>.85. AND. X.E1.F..>.90) T4 = "18"*
 3.016 *IF (X.G1..>.90. AND. X.E1.F..>.95) T4 = "19"*
 3.016 *IF (X.G1..>.95.) T4 = "20"*
 3.016 *IF (X.E1.F0..>.1) GO TO 2015*
 3.016 *IF (X.E1.F0..>.2) GO TO 2016*
 3.016 *IF (X.E1.F0..>.3) GO TO 2017*
 3.016 *IF (X.E1.F0..>.4) GO TO 2018*
 3.016 *IF (X.E1.F0..>.5) GO TO 2020*
 3.016 *IF (X.E1.F0..>.6) GO TO 2022*
 3.016 *2015 PLANE3=PLANE*
 3.016 *FAUL1=FH*
 3.016 *GO TO 1001*
 3.016 *2016 PLANE2=PLAN*
 4.016 *FAUL2=FH*
 4.016 *IF (T4112..NE..TAIL1) GO TO 1001*
 4.016 *IF (PLANE1..NE..PLANE2) GO TO 1001*
 4.016 *GO TO 1001*
 4.016 *2017 PLANE3=PLANE*
 4.016 *TAIL3=IN*
 4.016 *IF (T4113..NE..TAIL2..OR..TAIL3..NE..TAIL1) GO TO 1001*
 4.016 *IF (PLANE3..NE..PLANE2..OR..PLANE3..NE..PLANE1) GO TO 1001*
 4.016 *GO TO 1001*
 4.016 *2018 PLANE4=PLANE*
 4.016 *TAIL4=IN*
 4.016 *IF (T4114..NE..TAIL1..OR..TAIL4..NE..TAIL2) GO TO 2019*
 4.016 *IF (T4114..NE..TAIL1) GO TO 2019*
 4.016 *GO TO 1001*
 4.016 *2019 IF (PLANE4..EQ..PLANE3..OR..PLANE4..EQ..PLANE2) GO TO 1001*
 4.016 *IF (PLANE4..EQ..PLANE1..OR..PLANE4..EQ..PLANE1) GO TO 1001*
 4.016 *GO TO 1001*
 4.016 *2020 PLANE5=PLAN*
 4.016 *TAIL5=IN*
 4.016 *IF (T4115..NE..TAIL1..OR..TAIL5..NE..TAIL3) GO TO 2021*
 4.016 *IF (T4115..NE..TAIL2..OR..TAIL5..NE..TAIL4) GO TO 2021*
 4.016 *IF (T4115..NE..TAIL3..OR..TAIL5..NE..TAIL4) GO TO 2021*
 4.016 *GO TO 1001*

```

4.3.0 2021 IF(PLANE5.EQ.PLANE1.OR.PLANE5.EQ.PLANE3) GO TO 1091
4.3.0 IF(PLANE5.EQ.PLANE2.OR.PLANE5.EQ.PLANE4) GO TO 1091
4.3.0 GO TO 1091
4.3.0 2022 PLANE6=PLANH
4.3.0 TAIL6=IN
4.3.0 IF(TAIL6.EQ.TAIL5.OR.TAIL6.EQ.TAIL4) GO TO 2023
4.3.0 IF(TAIL6.EQ.TAIL3.OR.TAIL6.EQ.TAIL2) GO TO 2023
4.3.0 IF(TAIL6.EQ.TAIL1) GO TO 2023
4.3.0 GO TO 2024
4.3.0 2023 IF(PLANE6.EQ.PLANE5.OR.PLANE6.EQ.PLANE4) GO TO 1091
4.3.0 IF(PLANE6.EQ.PLANE3.OR.PLANE6.EQ.PLANE2) GO TO 1091
4.3.0 IF(PLANE5.EQ.PLANE4) GO TO 1091
4.3.0 2024 IF(JH.EQ.001.AND.KH.EQ.001) GO TO 74
4.3.0 X=UND(-1.0)
4.3.0
4.3.0 IF(X.GT.-1.0) JKUC00 = "11111"
4.3.0 IF(X.GT.-1.0,X.LT.-0.2) JKUC00 = "12345"
4.3.0 IF(X.GT.-0.2,X.LT.-0.5) JKUC00 = "22222"
4.3.0 IF(X.GT.-0.5,X.LT.-0.4) JKUC00 = "33333"
4.3.0 IF(X.GT.-0.4,X.LT.-0.5) GO TO 2040
4.3.0 IF(X.GT.-0.5,X.LT.-0.6) JKUC00 = "55555"
4.3.0 IF(X.GT.-0.6,X.LT.-0.7) JKUC00 = "66666"
4.3.0 IF(X.GT.-0.7,X.LT.-0.8) JKUC00 = "77777"
4.3.0 IF(X.GT.-0.8,X.LT.-0.9) JKUC00 = "88888"
4.3.0 IF(X.GT.-0.9) JKUC00 = "99999"
4.3.0
4.3.0 FNGH0 = "
4.3.0 GO TO 2050
4.3.0 2030 JKUC00 = "44444"
4.3.0 FNGH0 = "ANG123"
4.3.0 2050 FNGH0=N.F."5") GO TO 2051
4.3.0 PLANE=PLANE6
4.3.0 FNGH0=TAIL6
4.3.0 GO TO 2054
4.3.0 2051 X=UND(-1.0)
4.3.0 IF(X.GT.-0.2,A.D.C1,X.LT.-0.0) GO TO 2052
4.3.0 IF(X.GT.-0.4,X.LT.-0.52) GO TO 2054
4.3.0 IF(X.GT.-0.52,X.LT.-0.56) GO TO 2055
4.3.0 IF(X.GT.-0.56,X.LT.-0.6) GO TO 2056
4.3.0 2052 JKUC00="55555"
4.3.0 K01TR1=K01TR1 + 1
4.3.0 K01TR0=K01TR0 + 1
4.3.0 PLANH=PLANH + 1
4.3.0 KH=KH + 1
4.3.0 GO TO 2054
4.3.0 2053 JKUC00="66666"
4.3.0 K01TR2=K01TR2 + 1
4.3.0 K01TR0=K01TR0 + 1

```



```

5.9.0   KFRM=0
      LFC(F1,GT..,01..AND.,F1,1F..,01) KFRM = 02
      LFC(F1,GT..,03..AND.,F1,1F..,06) KFRM = 04
5.9.40  LFC(F1,GT..,06..AND.,F1,1F..,09) KFRM = 04
      LFC(F1,GT..,09..AND.,F1,1F..,11) KFRM = 10
5.9.50  LFC(F1,GT..,11..AND.,F1,1F..,15) KFRM = 12
5.9.70  LFC(F1,GT..,15..AND.,F1,1F..,20) KFRM = 13
5.9.80  LFC(F1,GT..,20..AND.,F1,1F..,25) KFRM = 14
5.9.90  LFC(F1,GT..,25..AND.,F1,1F..,30) KFRM = 15
5.9.90  LFC(F1,GT..,30..AND.,F1,1E..,50) KFRM = 15
5.9.10  LFC(F1,GT..,50..AND.,F1,1F..,70) KFRM = 17
5.9.20  LFC(F1,GT..,70..AND.,F1,1E..,80) KFRM = 18
5.9.30  LFC(F1,GT..,80..AND.,F1,1F..,85) KFRM = 19
5.9.40  LFC(F1,GT..,85..AND.,F1,1F..,90) KFRM = 20
5.9.50  LFC(F1,GT..,90..AND.,F1,1F..,94) KFRM = 21
5.9.60  LFC(F1,GT..,94..AND.,F1,1F..,96) KFRM = 22
5.9.70  LFC(F1,GT..,96..AND.,F1,1F..,98) KFRM = 24
5.9.80  LFC(F1,GT..,98..KFRM = 00
6.0.0  LOC9=>START-KFRM
6.0.0  LFC(LOC9,1,0,0) GO TO 2094
6.0.0  LFC(LOC9,11,12) GO TO 2077
6.0.0  LFC(LOC9,11,12) GO TO 2077
6.0.0  LFC(LOC9,11,12) GO TO 3016
6.0.0  LFC(LOC9,11,12) GO TO 3015
6.0.0  LOC9 1015  START T=000
6.0.0  GO TO .0017
6.0.0  LOC9 1016  HUE=(X111024) - KSTAR1
6.0.0  LFC(LOC9,61,12) GO TO 2094
6.0.0  LOC9 T=.001
6.0.0  KFRM=XFIN - KSTAR1
6.0.0  XFIN=X1110  & 24
6.0.0  LOC9 Y=PNH(-1,0,0)
6.0.0  LFC(X,11..,40) KFRM/S = 1
6.0.0  LFC(X,G1..,40..,60..,X..L,F..,70) KNEWSZ = 2
6.0.0  LFC(X,G1..,70..AND..Y..L,F..,05) KQ1MSZ = 3
6.0.0  LFC(X,G1..,R0..,AND..X..L,F..,05) KQ2MSZ = 4
6.0.0  LFC(X,G1..,05..,AND..X..L,F..,05) KQ3MSZ = 5
6.0.0  LFC(X,G1..,00..,AND..X..L,F..,00) KQ4MSZ = 6
6.0.0  LFC(X,G1..,09) KNEWSZ = 7
6.0.0  LOC9 KFRM=XFIN - KSTAR1
6.0.0  KTHWK=KIPW & KIPWS/
6.0.0  LFC(WK1N,HE,"K3110") GO TO 3027
6.0.0  TH051=LIP51-KTHWK
6.0.0  GO TO 105
6.0.0  LFC(WK51,L1,9) GO TO 3026
6.0.0  GO TO .0059
6.0.0  LOC9 3026 KONTRIZK0HRS=1
6.0.0  TH051=LIP51-KTHWK
6.0.0  GO TO 105
6.0.0  LOC9 3027 LFC(WK4,NF,"K5150") GO TO 4929

```



```

7920 IF(X,L1==1) KF2=0
7930 IF(X,G1==1,AND,X,LF==2) KF2=1
7940 IF(X,G1==2,AND,X,LF==3) KF2=2
7950 IF(X,G1==3,AND,X,LF==4) KF2=3
7960 IF(X,G1==4,AND,X,LF==5) KF2=4
7970 IF(X,G1==5,AND,X,LF==6) KF2=5
7980 IF(X,G1==6,AND,X,LF==7) KF2=6
7990 IF(X,G1==7,AND,X,LF==8) KF2=7
8000 IF(X,G1==8,AND,X,LF==9) KF2=9
8010 IF(X,G1==9,KF2=9
8020 J01 = J01 + 1000
8030 KONTROL = KONTROL + 10000
8040 KSTART = KSTART + 100
8050 IS1 = IS1 + 10
8060 ISHIFT = ISHIFT + 1000
8070 KFIN = KFIN + 100
8080 KFI = KFI + 10
8090 VPRINT(5000,J01,KONTROL,WKFN,PLANE,TWO,PLAIN,ENENO,
8100 WKFN,WN15C,WN15C,KSTART,IS1,IS2,ISWTF,KFIN,
8110 KF1,KF2,KFIN)
8111 WKFN = " "
8112 PLANE = " "
8113 TPO = " "
8114 PLAIN = " "
8115 F4CHO = " "
8116 WKFN0 = " "
8117 WKFN00 = " "
8118 WKFN1 = " "
8119 WKFN2 = " "
8120 FORMATS(14,A5,A6,A2,8X,A6,8X,A5,1X,A1,A3,2X,
8121 12,11,13,12,11,11,11)
8122 J01 = J01 + 1000
8130 KONTROL = KONTROL + 10000
8140 KSTART = KSTART + 100
8150 IS1 = IS1 + 10
8160 ISHIFT = ISHIFT + 1000
8170 KFIN = KFIN + 100
8180 KFI = KFI + 10
8190 t0 TO 100
8200 S100 J01 = J01 + 1
8210 IF(T01>T02) G0 TO 5150
8220 S100 t0 TO 75
8230 S100 t0 TO 10
8240 S100 t0 TO 10
8250 S100 t0 TO 10
8260 S100 t0 TO 10
8270 S100 t0 TO 10

```

APPENDIX E
EXAMPLE OF DATA GENERATION ALGORITHM OUTPUT

0010000RJ130	INL0B		ALTO0	085200017134
0C10001DEPOT	F004E13	F004E	33333	\$300
0010001KJ130RF004C03	RF004C	RF004C	22222	F500
0010001KJ110	F004E16	F004E	99999	B800
00100002DEPOT	F004E13	F004E	12345	S400
0010001K4110	F004D05	F004D	88988	F500
0010000K3160	INDLB	CMP00	083200016175	
0010001K4230	F004C19	F004C	11111	F500
0010000K4230	INDLB	F004E	080900016074	
00100002DEPOT	F004E13	F004E	33333	\$600
0010002K4110	F004E16	F004E	22222	F500
0020001DEPOTRF004C13	F004E	F004C	88888	\$560
BPE_1_00277	F004C	33333	4	080000017343
0020001K3160RF004C01	RF004C	RF004C	88888	F200
0020001K4110_F004E11	F004E	ABC123	44444	F700
00200021DEPOTRF004C13	RF004C	RF004C	88888	\$950
0020001DEPOTRF004C13	RF004C	RF004C	88888	\$600
0020001K3110_F004E13	F004E	RF004C	88888	A400
0020000K4110_INDLB		LVE0V	080400017464	
0020002K4110_F004E11	F004E		77777	A900
0020001K3110RF004C06	RF004C		12345	F100
0020002K3110RF004C06	RF004C		99999	F600
RF004C13_DELETE	RF004C	RF004C	99999	F200
0030001K3110RF004C05	RF004C	RF004C	081000017534	
0030000K3110_INDLB		LVE0V	085000017573	
0030000K3110_INDLB		CHIP00	0824000017582	
0030000K3130_INDLB		DTL00		
QDI_1_00377	RF004C	77777	2	
0030000K4230_INDLB		DTL00	0846000017561	
0030001K3160_F004C07	F004C		160300021483	
0030002K3110RF004C05	RF004C		55555	F600
00300002DEPOT_INDLB			0923000014234	
0030001K4230_F004D13	F004D		084900017493	
0030001K4230_F004D11	F004D		083300016424	
0030000K3130_F004E05	RF004E		0718000015264	
BPO_1_03377	F004C	44444	10	
QDI_1_03477	RF004C	55555	3	
0340001K4110_F004D17	F004D		12345	F700
03400001K4230_F004D13	F004D		77777	B100
BPE_1_03477	F004C	99999	3	
0340001DEPOTRF004C12	RF004C	RF004C	55555	S100
03400001K3160RF004C15	RF004C	RF004C	66666	F700
BPO_1_03477	RF004C	33333	6	1258000018381
03400021DEPOTRF004C12	RF004C	RF004C	55555	\$900
0340003DEPOTRF004C12	RF004C	RF004C	55555	S200
0340004DEPOTRF004C12	RF004C	RF004C	12345	S900
03400001K3130_F004D15	F004D		22222	B200
QDI_1_03577	F004D	88888	6	093700018453
0350000K4110_INDLB		DTL00	0850000017582	
0350001K4230_F004D13	F004D		22222	F800
0350001DEPOTRF004C12	RF004C	RF004C	55555	S100
0350001K4110_F004D17	F004D		99999	F800
03500021DEPOTRF004C12	RF004C	RF004C	55555	S700
0350003DEPOTRF004C12	RF004C	RF004C	88888	S500
0350004DEPOTRF004C12	RF004C	RF004C	TRN00	0829000017011
03500004DEPOTRF004C12	RF004C	RF004C	66666	S700

015000040E0TRF004C12	RF004C	66666	S700	134100017491
0150001K3110 F004D06	F004D	99999	F100	091900016254
01500002K4230 F004D13	F004D	11111	F100	141500016583
RF004C12 DELETE	RF004C	99999	S950	082200016122
03600001DEPOT F004D06	F004D	55555	B100	120400015053
01600001K4230 F004D04	F004D	DTL00	084800017221	
016000000EFPOT INDLB	RF004C	66666	F200	072400012403
01600002K3110RF004C17	RF004C	44444	F700	170900020092
01600001K3110RF004C11	RF004C			
QDI 1 Q3677 F004D 12345 7				
016000000EFPOT INDLB				
01600002K3110RF004C17	RF004C			
01600002K3110RF004C11	RF004C			
QDI 1 Q3677 F004C 11111 3				
01600002DEPOT F004D06	F004D			
01600001K4230RF004C11	RF004C			
QDI 1 06277 F004E 99999 6				
SAGE 1 06277 F004E 88888 1				
06300001K3160 F004D12 DELETE	F004D	66666	F200	081000017203
IND16	IND	88888	S900	175100020071
06300001DEPOT F004D14	F004D	11111	S950	081200019344
06300002DEPOT F004D14	F004D	55555	A800	150700016354
06300001K3130 F004D12	F004D	44444	S400	101100016326
06300001DEPOT F004D14	F004D	66666	S800	082700017227
06300004DEPOT F004D14	F004D	LVEOV	085800017482	
06300001K4230RF004C13	RF004C	12345	C200	061800017302
06300001K4230RF004C07	RF004C			
06300001K4110RF004C07	RF004C			
BPO 1 06377 F004E 77777 2		99999	F300	061400017577
06400001DEPOT F004D14 DELETE	F004D	77777	S600	131600020304
06400001DEPOT F004C03	F004C	11111	S200	085900017161
06400002DEPOT F004C03	F004C	77777	S600	073600017486
06400001K3160 F004C05	F004C	99999	F100	092100013451
06400000K4110 INDLB		TRN00	084100017503	
06400000K4230 INDLB		DTL00	081300017521	
06400001K4110RF004C20	RF004C	66666	C600	062700016003
06400000K4110 INDLB		DTL00	081300017121	
SAGE 1 06477 RF004C 22222 2				
06400001K3110 F004C05	F004C	11111	F300	144700017527
BPO 1 06477 F004C 55555 2				
06500001K3160 F004C03 DELETE	F004C	06500001K3160 F004D09	F004D	
06500001K3160 F004C09	F004C			
06500000DEPOT INDLB				
06500001DEPOT F004D02	F004D			
BPE 1 06777 RF004C 66666 3				
06500002K3160 F004D09	F004D			
06500000K3130 INDLB				
SAGE 1 06577 F004D 11111 9				
06500000DEPOT INDLB				
06500001K4230 F004D06	F004D	CMP00	080000017442	
06500001K310RF004C06	RF004C	66666	F600	085900015121
06500002K4230 F004D06	F004D	22222	A100	084000016242
		33333	F800	091800014301

0650002K4230	F004006	F004D					
SAGE 1	09377	F004C07	DELETE	F004C			
		r004215	DELETE	F004D			
0940001KJ160	F004E19	F004E		66666 A200	080300016452		
0940001K4110	F004D15	F004D		88888 F200	125800017081		
0940000KJ130	INDLB	F004C05		DTL00	084000017551		
0940001K4230	F004C05	F004C		66666 F200	074500016222		
0940002K4110	F004D15	F004D		11111 F700	085000018481		
QDI 1	09477	F004C	99999	1			
09400001DEPOT	F004C08	F004C		88888U \$100	084300017055		
0940002DEPOT	F004C08	F004C		17777 S200	080500017371		
0940003DEPOT	F004C08	F004C		22222 S950	071200017021		
SACE 1	09477	F004E	33333	5			
0940004DEPOT	F004C08	F004C		77777 \$400	083000017222		
		F004C08	DELETE	F004C			
0950001DEPOT	F004D10	F004D		11111 S600	134100017472		
QUI 1	09577	F004C	55555	1			
0950000K3130	INDLB	F004C		ALT00	081300017203		
QUI 2	09577	F004E	55555	6			
BPO 1	09577	RF004C	77777	3			
BPE 1	09577	F004D	12345	2			
0950000K3110	INDLB	F004D		DTL00	083800017313		
0950001K3130	F004D17	F004D		12345 C400	084600019082		
0960001K3160	F004D02	F004D		12345 F400	130300018052		
0950002DEPOT	F004D10	F004D		77777 S400	080800017444		
0950001K4110	F004D16	F004D		22222 F900	150200019522		
QDI 1	09677	F004E	99999	2			
BPE 1	09677	F004C	88888	4			
0960001K4110	F004D16	F004D		A B C I 23	44444 F600	141800019215	
QUI 1	09677	F004E	55555	5			
0960002K4110	F004D16	F004D		12345 F900	140700021011		
0960001K3130	F004D17	F004D		22222 F100	082700016137		
0960000K4230	INDLB	F004D		TRN00	085500017102		
SAGE 1	09677	F004C	77777	1			
0960000DEPOT	INDLB	F004C		C1POO	085800017263		
0960000K3110	INDLA	F004C		DTL00	080000017112		
0960001DEPOT	F004D10	F004D		77777 \$950	100000018511		
BPE 1	12377	RF004C	55555	7			
QUI 1	12377	F004D	44444	5			
QUI 1	12477	F004C	33333	10			
1240001DEPOT	F004C04	F004E					
SAGE 1	12477	F004D	77777	4			
BPO 1	12477	RF004C	66666	6			
1240001K3110RF004C13		RF004C		99999 A600	124200018244		
1240000DEPOT	INDLB	F004E04		TRN00	083700017126		
1240002DEPOT	F004E04	F004E		66666 S600	095300012223		
1240001K3160	F004E10	F004E		12345 R600	083200016581		
BPO 2	12477	F004D	77777	1			
1240002K3160	F004E10	F004E		22222 F800	080800017492		
1240003K3160	F004E10	F004E		66666 F600	095600017382		
1250001K3110	F004C11	F004C		12345 C600	111700018181		

APPENDIX F

QUALITY CONTROL OUTPUT PER TYPE OF INSPECTION: OUTPUT

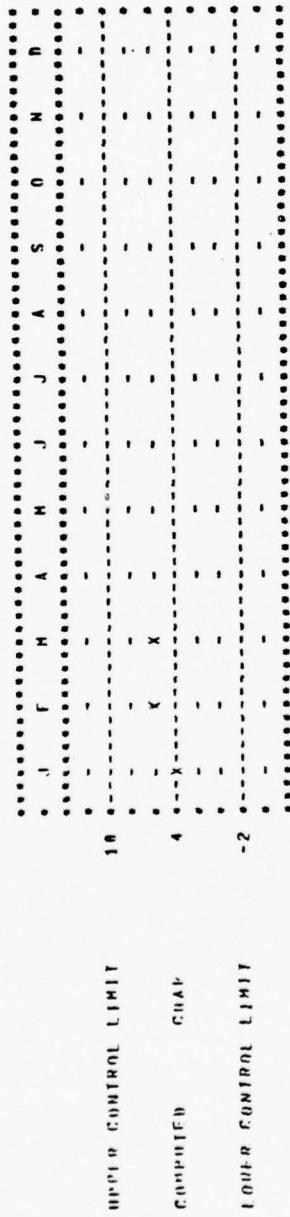
QUALITY CONTROL OUTPUT
FOR EACH TYPE OF INSPECTION

TYPE OF INSPECTION: **anti**

NUMBER OF INSPECTIONS THIS MONTH MAR **1**

TOTAL NUMBER OF DISCREPANCIES **6**

RATE (DISCREPANCIES / INSPECTIONS) **6.00**



APPENDIX G

QUALITY CONTROL OUTPUT PER WORK UNIT CODE: OUTPUT

QUALITY CONTROL OUTPUT
FOR ALL TYPES OF INSPECTIONS FOR MAR

WORK UNIT CODE	INVENTORY	NUMBER OF DISCREPANCIES	PERCENTAGE OF ALL DISCREPANCIES
13333	RAULIO	10	0.286
11111	RADAR	9	0.257
99999	FLEX-TUNE	6	0.171
66666	IND-GEAR	3	0.086
22222	HLC-SWITCH	2	0.057
55555	NLO-ASS	2	0.057
77777	GRYN-COMP	2	0.057
88888	FJCT-SEAT	1	0.029

APPENDIX H

NUMBER OF FAILURES PER WORK UNIT CODE: OUTPUT

NUMBER OF FAILURES FOR MAN

	RANK	WORK UNIT CODE	NOMENCLATURE	NUMBER OF FAILURES
	1	11111	RADAR	3
	2	66666	INH-INFOR	3
	3	33333	RADIO	2
	4	44444	ENO-MEFLD	2
	5	77777	GYRO-COMP	2
	6	99999	FLEX-TUBE	2
	7	22222	INC-SWITCH	1
	8	88888	FJCT-STAT	1

APPENDIX I

NUMBER OF ABORTS PER WORK UNIT CODE: OUTPUT

NUMBER OF ABORTS FOR MAR

RANK	WORK UNIT CODE	NOMENCLATURE	NUMBER OF ABORTS
1	12345	L0-F0F-FLP	1
2	22222	HLG-SWITCH	1
3	55555	HLG-ASS	1
4	66666	LND-GEAR	1

APPENDIX J

MANHOURS EXPENDED PER WORK UNIT CODE: OUTPUT

MAN-HOURS EXPENDED FOR HAR

RANK	WORK UNIT CODE	NOMENCLATURE	TOTAL MAN-HOURS
1	66666	LND-GEAR	144.00
2	77777	GRYD-COMP	90.13
3	99999	FLEX-TURE	86.42
4	11111	RADAR	74.05
5	44444	FNO-MNTLD	49.17
6	22222	RLC-SWITCH	26.77
7	33333	RADIO	26.76
8	12345	LND-EGE-FLP	22.40
9	00000	EJECT-SFAT	18.55
10	55555	MLO-ASS	5.87

APPENDIX K

FAILURE RATE SUMMARY PER WORK UNIT CODE: OUTPUT

FAILURE RATE SUMMARY FOR 114R

GROUP UNIT	CONT.	NAME/DESCRIPTION	FAILURES		RANK		ABORTS		RANK		MAN-HOURS		RANK			
			LAST	THIS	LAST	THIS	MONTH	MONTH	LAST	THIS	MONTH	MONTH	MONTH	MONTH		
11111	"	DAUA"	1	3	7	1	0	0	0	0	0	0.92	74.05*	7	4	
12345	*	1H-G-E-F1P	2	0	5	0	0	1	0	1	0	54.73	22.48*	5	6	
22222	*	1L G-SWITCH	3	1	2	7	0	1	0	0	2	60.28	28.77*	3	6	
31313	*	JAB101	1	2	6	3	0	0	0	0	0	0	0.15	26.78*	6	7
41444	*	1NG-ANTHOLB	1	2	9	4	0	0	0	0	0	0	6.00	49.17*	9	5
55555	*	1H-G-VSS	6	6	1	0	0	1	0	0	3	0	5.07*	2	10	
66666	*	1H-B-FAH	3	4	5	2	0	1	0	1	4	0	25.60	144.00*	6	1
77777	*	GPO-Q-COMP	2	7	6	5	0	0	0	0	6	0	59.35	98.13*	4	2
88888	*	1JG1-SKA	1	1	10	0	0	0	0	0	0	0	5.40	18.55*	10	9
99999	*	1L1C-TURH	1	2	4	6	0	0	0	0	0	0	0.42*	1	3	

APPENDIX L

PRODUCTION SUMMARY: OUTPUT

PRODUCTION SUMMARY FOR BASE FOR MAR

HDS	SERIAL NO.	H/H USRN	H/H AUTH	H/H LFRT	H/H OVER
F004C	R004C03	98.47	300	201.58	0.00
F004H	R004H06	24.58	400	375.42	0.00
F004E	R004E13	39.01	500	460.97	0.00
RF004C	R1004C13	53.27	600	546.73	0.00

APPENDIX M

MANPOWER ACCOUNTING SUMMARY PER WORK CENTER: OUTPUT

HANPHONE ACCOUNTING SUMMARY PER WORKCENTER FOR MAR

WORKCENTER	DIRECT LABOR	INDIRECT LABOR	OTHER LABOR	AUTHORIZED		MANNED	PERCENT MANNED
				COST	HOURS		
WFR-01	274.62	22905.60	62.90	86760*	12159.00	49994*	77
F.011.0	21.50	744171*	0.00	738360*	4262.42	794751*	22
F.011.0	15.47	314163*	16.33	284574*	3634.70	14786*	25
K.316.0	05.60	447174*	0.00	738360*	1674.40	525819*	10
K.411.0	110.67	321674*	36.10	120113*	7421.23	53164*	43
K.421.0	33.07	817163*	0.32	209084*	1716.87	144013*	9

APPENDIX N

LISTING OF MDCS SUBROUTINES

GETJUL	For retrieval of julian date limits
DELETE	For storage of delete data
QCRPT	For storage of QC data
FAIL	For storage of failure data
MHRA	For storage of AF form 349 data
PROD	For storage of production summary data
ABRT	For storage of abort data
LIMIT	For checks on report dates
GRAPH	For output of QC graphs
LIMITX	For checks on report dates
TYPECHK	Holds data on aircraft types
ROADNC	For quarterly reports
LIMITZ	For output of monthly reports
MNTHLY	For printing monthly reports
EOF	Positions files
PUTJUL	Updates julian dates
PREP	Establishes new julian date limits
QTCHK	Checks for quarterly report applicability
MAINT	Maintains QC file data
PARE	Monitors the reports
FAILR	Prints Monthly Failure Report
ABORTR	Prints Monthly Abort Report
MANHR	Prints the Monthly Manhour Report
FAM	Controls the previous three subroutines

LASTTHIS	Updates the Summary File
FRS	Liaison for the Summary File
FSUM	Prints the Summary Report
UNIQUE	Compares summary data
PRODELT	Maintains the Production File
PSFB	Prints the Production Summary
LIMITP	Controls Six Month Maintenance Routine
FMAINT	File Maintenance
MDSPWC	Prints Cost Report
SORT1	Sorts Work Unit Code
SORT1A	Monitors the sort routine
SORT1B	Rebuilds output file

APPENDIX O
TIME DISTRIBUTIONS

<u>Start</u>	<u>Probability</u>	<u>Finish</u>	<u>Probability</u>
0400	.02	0000	.02
0500	.03	0100	.01
0600	.05	0200	.02
0700	.10	0300	.03
0800	.40	0400	.02
0900	.10	1100	.03
1000	.05	1200	.04
1100	.05	1300	.05
1200	.05	1400	.05
1300	.04	1500	.05
1400	.03	1600	.20
1500	.03	1700	.20
1600	.03	1800	.10
1700	.02	1900	.05
		2000	.05
		2100	.04
		2200	.02
		2300	.02

APPENDIX P
MANPOWER ASSIGNMENTS PER WORK CENTER

<u>K3110 Repair Reclament Shop</u>	<u>Authorized</u>	<u>Assigned</u>
Major	01	00
Lieutenant	01	01
Master Sergeant	01	01
Technical Sergeant	03	05
Sergeant	05	04
Airman	11	13

<u>K3130 Electrical Shop</u>	<u>Authorized</u>	<u>Assigned</u>
Lieutenant	01	00
Warrant Officer	01	01
Master Sergeant	02	02
Technical Sergeant	03	03
Sergeant	04	03
Airman	13	11
Civilian	01	01

<u>K3160 Fuel System Shop</u>	<u>Authorized</u>	<u>Assigned</u>
Master Sergeant	01	01
Technical Sergeant	01	01
Sergeant	02	03
Airman	06	05

<u>K4110 Flight Line Support Shop</u>	<u>Authorized</u>	<u>Assigned</u>
Captain	01	00
Lieutenant	01	01
Warrant Officer	01	04
Master Sergeant	05	07
Technical Sergeant	08	07
Sergeant	10	04
Airman	27	20

<u>K4230 Electronic Navigation Shop</u>	<u>Authorized</u>	<u>Assigned</u>
Warrant Officer	01	00
Master Sergeant	01	02
Technical Sergeant	01	01
Sergeant	02	00
Airman	03	06
Civilian	01	01

<u>Depot Depot Maintenance Facility</u>	<u>Authorized</u>	<u>Assigned</u>
Major	01	01
Captain	02	01
Lieutenant	04	03
Warrant Officer	04	05
Master Sergeant	06	06
Technical Sergeant	10	10
Sergeant	15	15
Airman	35	30

APPENDIX Q
LISTING OF MDCS PROGRAM


```

00:00:00   FOF --- POSITIONS FILES AT THE END OF FILE MARK - 1
00:00:00   POFJH --- REPLACES AND UPDATES THE JULIAN DAY WITH THE
00:00:00           NEW DAY LIMIT
00:00:00           NEW DAY LIMIT
00:00:00   POFU --- BOUNDS AN INPUTTED JULIAN DAY UPWARD TO
00:00:00           ESTABLISH A NEW JULIAN DAY LIMIT
00:00:00   POFCK --- DETERMINES IF A QUARTERLY REPORT IS TO BE
00:00:00           PRINTED
00:00:00   POFCK --- PERFORMS MAINTENANCE ON THE DC DATA FILE
00:00:00   POFM --- MONITORS AND SPAWNS MOST OF THE REPORTS
00:00:00   POFN --- MONITORS AND SPAWNS MOST OF THE REPORTS
00:00:00   POFQ --- PRINTS THE MONTHLY FAILURE REPORT AND
00:00:00           UPDATES THE SUMMARY FILE
00:00:00   POFNR --- PRINTS THE MONTHLY ABORT REPORT AND UPDATES
00:00:00           THE SUMMARY FILE
00:00:00   POFNU --- PRINTS THE MONTHLY MAN-HOUR REPORT AND UPDATES
00:00:00           THE SUMMARY FILE
00:00:00   POFNR --- CONTROLS SUBROUTINES ( FAIR & AURORA & MAMR )
00:00:00   POFNR --- UPDATES SUMMARY FILE BY REPLACING ALL OF THE
00:00:00           PREVIOUS MONTH'S VALUES WITH THE CURRENT AND
00:00:00           ZEROS OUT THE CURRENT VALUES
00:00:00   POFSS --- LAISON FROM FAIR & AURORA & MAMR TO THE
00:00:00           SUMMARY FILE
00:00:00   POFSTF --- WILL LIST THE CONTENTS OF ANY FILE IN
00:00:00           THIS SYSTEM AT ANY POINT YOU DESIRE
00:00:00   POFTRG --- PRINTS THE SUMMARY REPORT FOR FAILURES, ABORTS
00:00:00           AND MAINTENANCES WITH THE CURRENT AND PREVIOUS
00:00:00           RANK
00:00:00   POFTRG --- PRINTS AND SINGLES THE SUMMARY FILE TO INDIVIDUAL
00:00:00           WORK UNIT CODES AND TALLIES THE CURRENT AND
00:00:00           PREVIOUS RANKS AND VALUES FOR THE SUMMARY FILE
00:00:00   POFVLT --- PERFORMS MAINTENANCE ON PRODUCTION FILE BY
00:00:00           PAIING WITH THE DELITE FILE
00:00:00   POFVN --- PRINTS THE PRODUCTION SUMMARY FOR THE BASE
00:00:00   POFVN --- CONTROLS THE SIX MONTH MAINTENANCE ROUTINE - SWAI
00:00:00   POFVN --- PERFORMS THE SIX MONTH MAINTENANCE ON THE FAILURE
00:00:00           FILE AND THE ABORT FILE
00:00:00   POFVSP --- CALCULATES AND PRINTS THE COST REPORT FOR THE WORK
00:00:00           CATEGORIES
00:00:00   POFVSP --- ACCEPTS THE INPUT PARAMETERS FOR COST PROCESSING
00:00:00   POFVSP --- CONTROLS THE INPUT PARAMETERS FOR COST PROCESSING

```



```

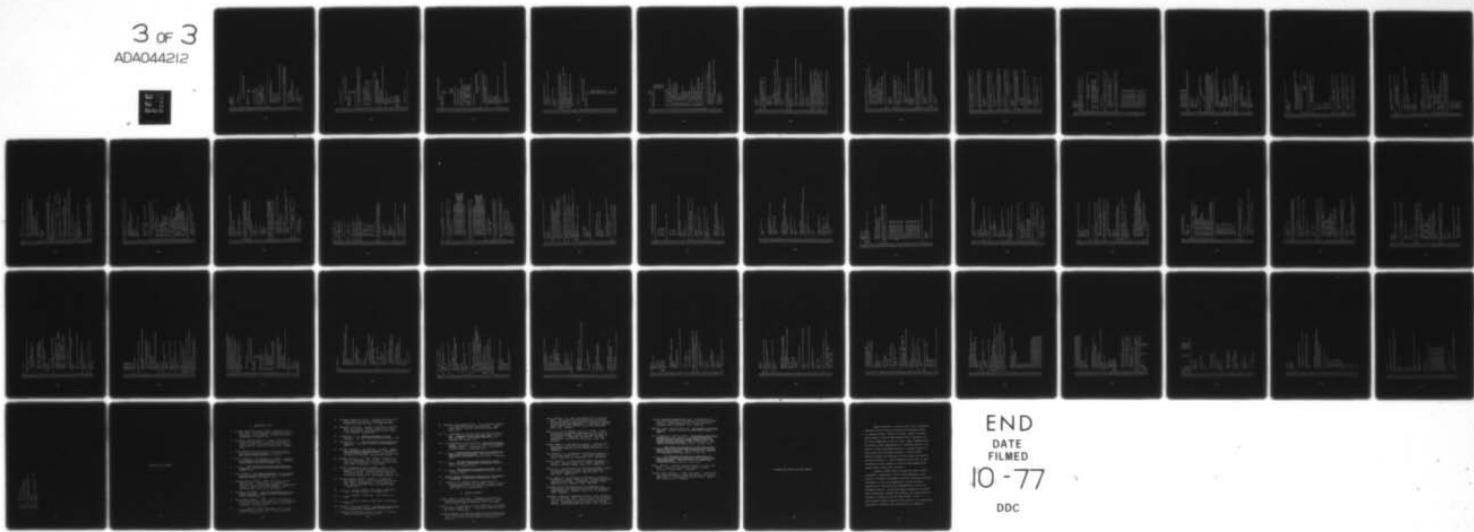
01540 11 CALL PARAF(C)
01541 GO TO 3
01542 12 CALL PRNDP(C)
01543 GO TO 3
01544 13 CALL ANTRP(C)
01545 GO TO 3
01546 C
01547 ****.
01548 14 REWIND 10
01549 PFILED 11
01550 REWIND 12
01551 REWIND 13
01552 REWIND 14
01553 REWIND 15
01554 REWIND 16
01555 REWIND 17
01556 REWIND 18
01557 REWIND 19
01558 REWIND 20
01559 REWIND 21
01560 REWIND 22
01561 REWIND 23
01562 REWIND 24
01563 REWIND 25
01564 REWIND 26
01565 REWIND 27
01566 REWIND 28
01567 REWIND 29
01568 C
01569 ****.
01570 ****.
01571 ****.
01572 ****.
01573 ****.
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01594 ****.
01595 ****.
01596 ****.
01597 ****.
01598 ****.
01599 ****.
01599 C

```

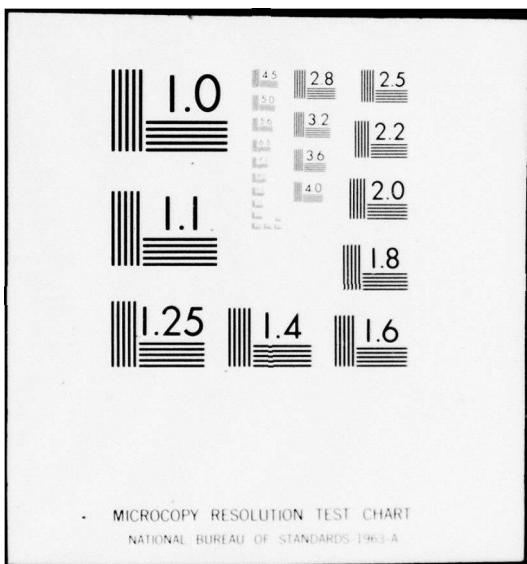
STOP - NORMAL TERMINATION

AD-A044 212 AIR FORCE INST OF TECH WRIGHT-PATTERSON AFB OHIO SCHO--ETC F/G 5/1
A REQUIREMENTS STUDY FOR AN AUTOMATED MAINTENANCE DATA COLLECTI--ETC(U)
JUN 77 W J CALLAHAN, D C PAYNE
UNCLASSIFIED AFIT-LSSR-24-77A NL

3 OF 3
ADA044212



END
DATE
FILED
10-77
DDC




```

01709C NOTES AND COMMENTS ABOUT ROUTINE
01710C
01711C NAME = TAIR
01712C INPUT ARGUMENT = I
01713C VARIABLE IS USED - WHICH
01714C HOPEN
01715C
01716C      C59
01717C      I
01718C      J
01719C      K
01720C      LARONIX
01721C      IRALIX
01722C      INTMAX
01723C      FAIR
01724C SUPPORTING SUBROUTINES - FRS
01725C
01726C DESCRIPTION OF VARIABLES
01727C
01728C -----
01729C WHICH = WORK UNIT CODE
01730C NWHICH = MONOCHROME OF WORK UNIT CODE
01731C C59 = HIGH DISCOVERYED CODE
01732C I = NUMBER OF WORK UNIT CODES
01733C J = RAMP OF WORK UNIT CODE
01734C K = LOOP INCREMENT AND POINTER
01735C LARONIX = NUMBER OF ANDOTS
01736C IRALIX = NUMBER OF FAILURES
01737C INTMAX = NUMBER OF MAN-HOURS
01738C TOTMAX = NUMBER OF MAN-HOURS
01739C
01740C -----
01741C CONSTANT USED = I
01742C
01743C THE ABOVE CONSTANT TELLS
01744C FRS THAT A FAILURE IS HEING
01745C PROCESSED
01746C
01747C -----
01748C COMMON INT, JUL1, JUL2, JUL3, JUL4, MNTS
01749C CHARACTER WHICH$5, HOPEN$1, C59$1, MNTS$3
01750C FILPHONE (18-TEMPORARY)
01751C
01752C -----
01753C PRINT 7002
01754C PRINT, -
01755C PRINT 7003,IINTS
01756C PRINT, -
01757C PRINT, -
01758C PRINT 7004
01759C PRINT 7005
01760C PRINT 7004
01761C
01762C REMIND 1A
01763C
01764C J = 0
01765C PRINT * A
01766C
01767C NO 1 W = 1,A
01768C WHICH$5, HOPEN$1, C59$1,IINTS$3
01769C IRALIX$1,G,PRINT 1A
01770C IPRINT * I
01771C J = J + 1

```


B4945C FACH TYPE OF WORK-UNIT-CODE.
 B4946C
 B4947C ILLISTN=1F, ISTAR=LAMH, IRONE=LIF, INONI=STOP = 1STOP + 24
 B4948 ILLIGONE=LIT, IRONI=STOP = 1STOP + 1
 B4949 ILLIGONE=LIT, IRONI=NR + 100NR + 44
 B4950 IONITH = 1STOP + 1STOP
 B4951 IRONE = IRONE - 100
 B4952 IRACH = IROTH + IRPHE(L)
 B4953 IRACHS = IRONHS + IRPHE(L)
 B4954 IRACH + IRACHS, G1, ARB1ACRS + IRACH + 1
 B4955 IRACHS, G1, ARB1ACRS + IRACHS - 68
 B4956 IRACHS, G1, ARB1ACRS, G1, ARB1ACRS + IRACHS + 109
 B4957 IRACHS, G1, ARB1ACRS + IRACHS + 68.
 B4958 IRONHCL = IRONHCL + IRONHCL, (IRACH + IRACH + IRACH\$)
 B4959C
 B4960 GO TO 5
 B4961 PERNINH 1A
 B4962 RINWIND 17
 B4963 RINWIND 19
 B4964C
 B4965C PLEN THE WORK-UNIT CODE FILE &
 B4966C MATCH IT AGAINST THE UNIONFS RINWH
 B4967C ARRIVE...
 B4968C
 B4969 NO 13 K = 1,99999
 HFA119,7003,FND=141UNCX,WORNFX
 B4970C
 B4971 IRINWCK,EN,WHIC(L)GO TO 12
 B4972C CONTINUE
 B4973 RINWIND 1A
 B4974 GO TO 13
 B4975 12 WRITE(17,7004)CS9(X(L),WUC(L),WORNFX,IARORT(L),IFAILS(L)),
 4,10THMNL
 B4976 13 CONTINUE
 B4977 RINWIND 19
 B4978 14 RINWIND 17
 B4979C
 B4980C SORCE. SORT FILE BY NUMBER OF FAILURES (IARORT(L)) A
 B4981 ORAISE WHITE IN FILEFORMAT 1A,
 RINWIND
 B4982C
 B4983C CALL SORT(L17,15,1,6,75,4,1,10),
 RINWIND
 B4984C RINWIND 1A
 B4985 RINWIND 1A
 B4986 RINWIND 1A
 B4987C
 B4988C THE SHIPPMENT OF FAULT EXTRACTS FAILURE DATA
 B4989C
 B4990C 15 CALL FAILW(L)
 B4991 PERNINH 17
 B4992 PERNINH 1A
 B4993 PERNINH 1A
 B4994C


```

05700   IF(JUL 3,F0.243)JUL 9 = 068
05705   IF(JUL 3,F0.273)JUL 9 = 891
05710   IF(JUL 3,F0.314)JUL 9 = 121
05715   IF(JUL 3,F0.354)JUL 9 = 152
05720   IF(JUL 3,F0.366)JUL 9 = 162
05725C
05730C
05735C
05740   INITIATE MFILE(1)
05745   IF(MFILE(1) = 22
05750   MFILE(2) = 23
05755   DO 5 I = 1,7
05760   5 I = 1,7
05765   114 = 0
05770   REWIND 14
05775   REWIND MFILE(1)
05779C
05780C  READ FILE - IF DATE IS WITHIN THE RANGE...
05785   DO NOT SAVE.
05790   DO 1 J = 1,99999
05795C
05800C
05805C
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09915C
09920C
09925C
09930C
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09975C
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09985C
09990C
09995C
09999C

```

```

B400C
B400C RETURN
B401B 7001 FORMAT(13,473)
B402B 7002 FORMAT(488)
B402F END
B403C
B403C
B404C SUBROUTINE FRS1(J,WICX,NUMEN,IADRTX,TINTHANX,159)
B405C CHARACTER WICX,J,WICX,NUMEN=16,YUICX,S,NOM=18
B406C REAL TINTHANX,KAR,LIN,IML,IMT
B407C FILENAMES (16-SUMMARY,14-SCRATCH)
B408C TINTHANX = TOTHANX
B409C
B410C
B411C CALLED FROM :----- F A M
B412C          FAILR
B413C          ARDRIR
B414C          MANIR
B415C
B416C
B417C SF ALL VARIABLES THAT ARE USED IN THE
B418C          IN THE TRANSFER TO ZIRO
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 ADD ALL DATA RECORDS FROM
 THE SUMMARY FILE TO FILEONE 14


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INTEGR PRG
CHARACTER MNTH(J12)/*"JAN", "FEB", "MAR", "APR", "MAY", "JUN",
& "JUL", "AUG", "SEP", "OCT", "NOV", "DEC" /
REAL PTID, NTC
INTEGR RND, RNC(12,100)
H = A
REWIND 20
112 = A
07245 1 READ(120,7007,END=2)IYRS, JHL?
IYRS = F0.0 - 160 TO 1
112 = 1
07246
07246C
07246C***** CHECK TO SEE IF THIS PARTICULAR TYPE HAS BEEN
07246C REFERENCED. IF IT HAS RETURN THE ASSIGNING NUMBER
07246C ***** OR -----
07246C
07246C***** AND THE NEW TYPE TO SFL
07246C***** CALL TYPEFUNK(TYPES, M, N)
07246C***** TYPEH1, TYPEH2, TYPEL
07246C
07246C***** 00 TO 1
07105 2 REWIND 20
07110 11112.10.0100 TO 13
07115 1 = H
07120C
07120C***** NO 12 JHL = 1.1
07130 KOUNT = 0
07135 IYMT = 0
07140 JTHHIS = A
07145 KTHPIS = A
07150 REWIND 20
07155C
07155C***** READ OC DATAFILE AND IF THE DATE IS IN THE PROPER
07155C***** RANGE AND TYPES MATCH, TOTAL THE DISCREPANCIES
07155C***** FOR THE CURRENT MONTH AND THE DISCREPANCIES FOR A
07155C***** THREE CYCLOM PERIOD.
07155C***** CONTINUE
07190C
07190 00 4 JYL = 1,99999
READ(120,7008,END=5)TYPES, MSNO, JYL?, JYR, MNQ, WUC, JNSP
IYMTYPES,F0.0 - 160 TO 4
IYMTJYL? = 0.0, JYL300 TO 4
IYMTTYPES,F0.0,TYPEFUNK TO 3
07195
07196 00 10 4
IYMTJYL? = JTHHIS + INTSP
07197 KOUNT = KOUNT + 1
07198 IYMTJYL? LT. INT 3. AND. JYL 2.00, JYL 4 KTHPIS = KTHHIS + INTSP
07199 IYMTJYL? LT. JYL 3. AND. JYL 2.00, JYL 4 LONMT = LONMT + 1
07200
07200C
07200C***** DETERMINE WHAT MONTH IS HFIND
07200C***** REPORTED
07200C***** CONTINUE
07250C
07250 5 CALL LIMITINC
07255 IYMTJYL? LE, LONMT = 1
07256 IYMTJYL? LE, LONMT = 1
07257 WUC = INTPLS / KOUNT
07258

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BN448 A IFL1,FO,9,AND,IFLT,FO,8,AND,IML,FO,8,AND,
 BN449 A IMI,FO,9,AND,IMR1,FO,8,AND,IMR1,FO,8,AND
 BN450 BN451
 BN452 SAVE THIS MONTH'S VALUES IN LAST MONTH'S VALUES
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AOKABC
B0KABC***** PRINT 7007
B0K10 ***** PRINT,-
B0K15 ***** PRINT,-
B0K20 ***** PRINT 7001,MINTS
B0K25 ***** PRINT,-
B0K30 ***** PRINT,-
B0K35 ***** PRINT 7004
B0K40 ***** PRINT 7005
B0K45 ***** PRINT 7004
B0K50 ***** PRINT 7004
B0K55 ***** PRINT,-
B0K60 ***** H = BANK FOR MANTIS
B0K65 ***** H = K
B0K70 ***** READLN,7002,END=2,MUX,NOMEN,IARORTY,IFAILX,TOTMANY
B0K70A ***** PRINT 7006,K,MUX,NOMEN,TOTMANY
B0K70C***** RETURN
B0K710 ***** FORMATT(143,"MAN-HOURS EXPENDED FOR ",A3,/)
B0K715 ***** FORMATT(2X,A5,1X,A10,2X,14,1X,14,1X,5,6,2)
B0K720 ***** FORMATT(126,64(" "))
B0K725 ***** FORMATT(26,-,MARK, " WORK UNIT CODE = "
B0K730 ***** A=" TOTAL MAN-HOURS "
B0K735 ***** FORMATT(26,-,MARK, " ")
B0K740 ***** FORMATT(26,-,MARK, " ")
B0K745 ***** FORMATT(26,-,MARK, " ")
B0K750 ***** FORMATT(26,-,MARK, " ")
B0K755 ***** PRINT 7004
B0K760 ***** RETURN
B0K765 ***** 7001 FORMAT(143,"MAN-HOURS EXPENDED FOR ",A3,/)
B0K770 ***** FORMATT(2X,A5,1X,A10,2X,14,1X,14,1X,5,6,2)
B0K775 ***** FORMATT(126,64(" "))
B0K780 ***** FORMATT(26,-,MARK, " ")
B0K785 ***** FORMATT(26,-,MARK, " ")
B0K790 ***** FORMATT(26,-,MARK, " ")
B0K795 ***** A=" TOTAL MAN-HOURS "
B0K800 ***** FORMATT(26,-,MARK, " ")
B0K805 ***** FORMATT(26,-,MARK, " ")
B0K810 ***** FORMATT(26,-,MARK, " ")
B0K815 ***** FORMATT(26,-,MARK, " ")
B0K820 ***** FORMATT(26,-,MARK, " ")
B0K825 ***** FORMATT(26,-,MARK, " ")
B0K830 ***** FORMATT(26,-,MARK, " ")
B0K835 ***** FORMATT(26,-,MARK, " ")
B0K840 ***** FORMATT(26,-,MARK, " ")
B0K845 ***** CHARACTER UCN=5,WCN=5,RCN=5,RANK=5,CONST=5,WCNO=5(100)
B0K850 ***** REAL ALLMND(100),MIP(MEMD),CONS1(100),CONST1(100)
B0K855 ***** REAL HAMHNC(100),HNR(HNDR),INH(100),OTHHS(100),OTRST(100)
B0K860 ***** INTGRL ASCTN(100),AUTN(100),SUSPNS(100),AUSN(100),OTRST(100)
B0K865 ***** INFLTR SNTS(100),TNSLTTN(100),REFWS(100)
B0K870 ***** CHARACTER MINTS=3
B0K875 ***** FILENAMES(122-ABR1,21-FAIL,24-MURACT,11-MONY)
B0K880 ***** (11-MANPDRWY)
B0K885 ***** (11-TEMPDRWY)
B0K890 ***** FILES, MRCF
B0K895 ***** CHARACTER MINTS=3

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1654C      11 PRINTED 24
1656S      11 PRINTED 14
1657R      12 PRINT(4,7081,1FH0=16)WCN,ISTART,1NN,1STOP,IGNRF,ICRFN
1657S      12 PRINT(4,7081,1FH0=16)WCN,ISTART,1NN,1STOP,IGNRF,ICRFN
1657U      IF(WCN,F0,-1NN) TO 12
1657V      1657C
1658C      1654C      MATCH WORK-CENTERS
1658U      1654C
1658V      DO 13 J = 1,1
1658W      IF(WCN,F0,WCNT(J)) GO TO 14
1658X      13 CONTINUE
1658Y      14 CONTINUE
1658Z      1658C      I = I + 1
1659A      1658S      MEX(J) = WCN
1659B      J = 1
1659C      14 CONTINUE
1659D      1658C      IF(WCN,I.E.,1NN)1AND,IGNRF,IE,1NN,1STOP = 1STOP + 24
1660C      IF(WCN,I.E.,1NN)1AND,IGNRF,IE,1NN,1STOP = 1STOP + 1
1661R      IF(WCN,I.E.,1NN)1AND,IGNRF,IE,1NN,1STOP = 1STOP + 66
1661T      INTR = 1STOP - 1STOP
1661U      INTR = IGNRF - 100
1661V      INTR = INTR - CENS(J)
1661W      TEACH = INTR * CENS(J)
1661X      TEACHS = INTR * CFWS(J)
1661Y      15 IF(IFACHS,OF,60)IFACH = TEACH + 1
1661Z      IF(IFACHS,OF,60)IFACHS = IFACHS + 60
1662C      IF(IFACHS,OF,60)IFACHS = 15
1662T      IF(IFACHS,OF,60)IFACHS = IFACHS / 40.)
1662U      TIME ***** PHASE *****
1662V      HPRM(J) = MTRH(J) * (IFACH + EACHS)
1662W      GO TO 12
1662X      16 PRINT 14
1662Y      1657C      JMIR = TOTAL WORKCENTERS
1662Z      1657C
1663C      1657C      JHIN = 1
1663T      PRINT 12
1663U      1657C      NO 21 L = 1,JHIN
1663V      NO 21 L = 1,JHIN
1663W      RR = 1
1663X      PRINT 12
1663Y      1657C
1663Z      1657C      COMPARE MTRH WITH MANPOWER FILE - IF MATCH
1664C      1657C      OPEN THE MONEY FILE
1664T      1657C      NO 2N K = 1,NO999
1664U      READ(12,7H02,1Hn=2)WCN,RANK1,AUTH?,ASSGN?
1664V      IF(WCN,L0,WCH(L)) GO TO 17
1664W      GO TO 2N

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11488      44X,*,*,5X,"OTHER CAUSES",5X,*,"1X,"AUTHORITY",7EN",1X,
11495      R**,"2Y,"PASSIONED",2X,*,"3X,"PERCENT",2X,*,")
11496      DATA FORMATTED,*,*,1X,671*(*)�,713X,*,"MANNING",
11497      A2X,*,"*1,4X,"MANDEE",2X,*,")
11498      7611 FORMATTED,*,*,3X,*,"MANHOURS",1X,*,"),
11499      A3X,*,"CUST",3X,*,"3(10X,*,")
11500      7612 FORMATTED,110,*,*,5X,45,4X,*,"3(10X,5X,2,1X,*,"),
11501      A10,*,*,1,2(5X,11,4X,*,"),4X,F5,3,1X,*,")
11502      7613 FORMATTED,110,*
11503      7614 FORMATTED,11A,45,52X,212,5X,212,11,
11504      7615 FORMATTED,11A,45,52X,212,5X,212,11,
11505      A2(12X,*,"*),17X,*,")
11506      END
11507      11495C
11508      11496C
11509      11497C
11510      11498C
11511      11499C
11512      11500C
11513      11501C
11514      11502C
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1229
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1.4180C	JUNE	-	3.65	- ADHOC
1.4180C	JULY	-	3.15	- SPOT MARK
1.4180C	AUGUST	-	3.42	- INDIA
1.4180C	SEPTEMBER	-	3.12	- NOVEMBER
1.4180C	OCTOBER	-	3.60	- DECEMBER
1.4180C	NOVEMBER	-	3.91	- JANUARY
1.4180C	DECEMBER	-	3.71	- FEBRUARY
1.4180C				
1.4180C	Y05(1) = 1.50			
1.4180	Y05(2) = 2.44			
1.4180	Y05(3) = 3.15			
1.4180	Y05(4) = 3.60			
1.4180	1.0 = 0			
1.4170C				
1.4170C	0.0 = 1.4			
1.4160	1.4170C			
1.4160C	Y CONTINUE			
1.4160C	RE TYPE			
1.4160C	FIND			
1.4160C	END			
1.4160C				
1.4170C	CONTINUE "FANUC(CNC)			
1.4170C	TYPE			
1.4170C	0.0 = 1.4			
1.4160C	OPEN MIX FANUC ENDER			
1.4160C	RENAME, FANUC			
1.4160C	RENAME, FANUC			
1.4160C	OPEN FANUC			
1.4160C	OPEN FANUC(4X, 1.1)			
1.4160C	FIND			
1.4170C				
1.4160C	SUBROUTINE TYPECHART(FS, 1.1)			
1.4160C	TYPE			
1.4160C	CHARACTER TYPE, FS, FIND			
1.4160C				
1.4160C	1.0 = 2.1 = 1.70000			
1.4160C	RENAME, FANUC(FIND)			
1.4160C	RENAME, FS = "END IN 3"			
1.4160C	RENAME, FS, FIND			
1.4160C	2. CONTINUE			
1.4160C				
1.4160C	AND NEW TYPE			
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1.4160C	6. CONTINUE ALL TYPES			
1.4160C	7. = 1			
1.4160C	8. REWRITE, 700 BYTERS			

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 1.478C ALL REPORT TYPES.
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